

# THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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### OUR EXTRA.

We issued last week our INVESTORS' SUPPLEMENT of 68 pages gratis to our subscribers. This week we make an addition of 8 pages to the CHRONICLE, so as to be able to give our monthly list of prices of railroad stocks and bonds without crowding the other departments of the paper.

### TAXING BANK CAPITAL.

Another week has passed without any true progress having been made with regard to the tax question at Albany. To be sure, the law taxing foreign corporations has got into the Governor's hands, the Savings Bank bill has been amended and has passed one house, the Life Insurance bill has been materially modified, and the bill taxing United States and State banks has had its enacting clause struck out. That lively committee which started the session with a fresh shot at a new class of corporations each day, has had a lively week of it looking after its offspring.

But no principle has been settled or acknowledged in all this matter, except it may be that the noblest aim a legislator can have is to discover a pile of corporate capital on which he can lay another tax.

And yet, strange as it may seem, the week's history includes one excellent thing done—unintentionally and unwittingly to be sure. We mean that the passage of the act against foreign corporations has made so apparent the evil tendency of this species of legislation, that the truth we have been so long laboring to make plain, must we think now become palpable, even at Albany. For the whole city has suddenly waked up to the idea that legislation can drive capital away from us and raise the rates of interest. The statutory poison worked very slowly, and to the general observer imperceptibly, when administered only to our own banks, and consequently alarmed no one. In fact, the public had hardly stopped to consider how large was the amount of the banking capital represented here by foreign agencies, and still less to inquire into the cause of its presence. Probably the nominal total now equals the whole home banking capital of the city, and its standing here is largely due to the oppressive and illegal taxes which for so many years have been enforced against our own banks, keeping them from all natural growth and actually putting many out of existence. There was, consequently, a necessity for more banking facilities, and fortunately foreign capital came in to supply the place thus made vacant by our tax laws. But the work of extinguishing banks by taxation was, as we have stated, comparatively a slow process when directed against our home institutions; but when our wise men at Albany loaded their little gun and turned it towards foreign capital, it quickly took the hint and began to pack up. This, therefore, has furnished an excellent illustration (because so palpable) of how oppressive tax laws against capital operate; not more inevitably, but more quickly in this case simply because foreign capital could be more easily dislodged.

Since attention is directed to the question, perhaps our legislators will now be willing to read the following statement, taken from the report of the Comptroller of the Currency, showing how oppressive our laws have been. We have given tables like this many times before, but we think more will read and heed the facts now.

	Rate of Tax by—		Total.
	United States.	State.	
	Per Cent.	Per Cent.	Per Cent.
New York city.....	2-2	2-9	5-1
Albany.....	2-8	2-8	5-6
Massachusetts.....	1-1	1-7	2-9
Boston.....	1-3	1-3	2-6
Pennsylvania.....	1-4	0-7	2-1
Philadelphia.....	2-0	0-7	2-7
Maryland.....	1-4	1-3	2-7
Baltimore.....	1-2	1-8	3-0

This statement shows almost three per cent of State tax put upon New York and Albany institutions, although the United States also taxes their capital, their deposits and their circulation, showing in the aggregate nearly two and a half per cent more of tax than the banks in any of our neighboring cities were called upon to pay. Notwithstanding these facts, our legislators at Albany have been torturing their brains to devise some way in which they could circumvent the late decisions of the United States Court, and put these heavy burdens again on our banks. One precious little scheme, concocted for this very purpose, which was struggling along but this week seems to have come to an untimely end, was the proposed law not to allow any individual or corporation to deduct debts. Perhaps that would have been a good act to pass, since no stirred-up hornet's-nest could compare with the buzzing and the stinging it would have produced around the legislative ears.

We have no fears about this latest of crude laws against foreign capital, now in the Governor's hands. The general belief is that the Governor will veto it; we have no doubt he will. But even if he should not, it would be repealed before the session closes, as it operates so quickly and effectually to put out of existence the object taxed that the complaints of our commercial classes would be emphatic enough to be heard and heeded. Foreign banking capital and home banking capital are willing to be taxed but not to be confiscated. Our Legislature has had before it for some time a proposition from our associated banks to pay a tax for their shareholders of one per cent. This is more than the banks have any right to pay, and more than the authorities will get in any other manner. Would it not be wise to accept it?

#### SHALL EUROPE DRAW ITS NEEDED GOLD FROM THE UNITED STATES.

We are glad to see that some of the old single standard advocates in Europe are beginning to take notice of the rapid shrinkage in the gold reserve there. As for instance, the London *Economist* of the 10th of April gives figures showing a very decided falling off in the aggregate available supply of the Banks of England, France and Germany since January, 1877. We have called the attention of our readers from time to time to Europe's vanishing stocks, so that the results reached in the present case will be no surprise. After allowing for the reserve which the Bank of England is compelled to hold and also allowing for the gold needed for the wants of the branches of the Bank of France, the *Economist* furnishes the following as indicating the available supply held by the three banks at the present time and in January, 1877.

	Available Gold Held.	
	January, 1877.	April, 1880.
Bank of England.....say.	£14,000,000	£17,000,000
Bank of France.....	46,000,000	18,000,000
Bank of Germany.....	12,000,000	14,000,000
Total .....	£72,000,000	£49,000,000

These figures are perhaps sufficiently impressive, but we could have wished that the *Economist* had gone one step further and given its readers the benefit of the changing movement in Great Britain during late years. It is true that the Bank of England has gained £3,000,000 in the period named above, but it would have been in point to have stated that it has not drawn any portion of that three million from outside sources, it all having been gathered in from the home supply. Furthermore,

it is instructive to notice that so far as the home supply is concerned it was a largely decreasing quantity for the whole of 1877, and down to September, 1878, and the outflow was only checked and temporarily changed under the strain which followed the panic in the month last mentioned. Great Britain's imports and exports of gold during the period covered by the *Economist* have been as follows.

Years.	Imports.	Exports.	Net Exports.
	£	£	£
1880, three months .....	1,184,630	1,884,351	699,721
1879, year .....	13,331,369	17,578,818	4,247,449
1878, " .....	20,872,216	14,968,507	5,903,709
1877, " .....	15,451,925	20,361,386	4,909,461
Actual loss of Great Britain during period.....	50,840,140	54,793,062	3,952,922

\*Net imports.

This statement shows that while the Bank of England was gaining three millions sterling the country was actually losing about four millions sterling; in other words, during the period in question about seven millions sterling, or thirty-five million dollars, were withdrawn from active use in Great Britain. The full meaning or importance of that fact will be seen by another statement showing Great Britain's gold imports and exports for a series of years previous.

Years.	Imports.	Exports.	Net Imports.
	£	£	£
1862 .....	19,903,704	16,011,963	3,891,741
1863 .....	19,112,665	15,303,279	3,809,386
1864 .....	16,900,951	13,279,739	3,621,212
1865 .....	14,485,570	8,493,332	5,992,238
1866 .....	23,509,641	12,742,059	10,767,582
1867 .....	15,800,159	7,889,030	7,911,129
1868 .....	17,136,177	12,708,308	4,427,869
1869 .....	13,770,812	8,473,699	5,297,113
1870 .....	18,606,728	10,013,521	8,793,207
1871 .....	21,618,924	20,698,275	920,649
1872 .....	18,469,442	19,748,916	1,279,474
1873 .....	20,611,165	19,071,220	1,539,945
1874 .....	18,081,019	10,641,636	7,439,383
1875 .....	23,140,834	18,648,296	4,492,538
1876 .....	23,475,975	16,515,748	6,960,227
Total .....	284,853,766	210,239,021	75,894,219
Average.....			5,059,614

\* Net export.

Here we see that during all previous years England's commerce has received and apparently needed for its natural expansion an average annual addition to its supply of £5,059,614 (or say, 25 million dollars) of gold. Only one interruption in this movement has occurred, and that was in 1871-73, while France was making those amazing indemnity payments to Germany; but it was a very temporary and partial interruption, recovering itself immediately and going on in larger proportions than before. The true situation, therefore, is something like this—

- (1.) England has actually lost during the past three years about twenty million dollars of its stock of gold; and, as the Bank of England deems it prudent now to keep a much larger reserve, it (the Bank) has during the same period drawn from active use fifteen millions more; so that Great Britain's commerce has really lost thirty-five million dollars of its gold supply in three years.
- (2.) During all years previous to 1877 Great Britain has received and appeared to need an average increase of twenty-five million dollars to supply its wants; so that the loss noted above must be taken in connection with this usual new supply, if we would measure the extent of the necessities in this particular of England to-day with business reviving.
- (3.) While these late changes have been in progress the available visible supply of gold in other countries of Europe has shown the remarkable loss indicated by the *Economist* of twenty-six millions sterling, or say one hundred and



thirty million dollars, although, during the same period, gold (instead of, as formerly, gold and silver) has become the *only* money of commerce, and therefore doubly needful.

The mere recital of these facts furnishes positive indication of the extreme want of Europe for gold, a want that will be developed aggressively as soon as the present business revival becomes more pronounced and general. Nothing but the unusual and wide-spread depression the world has been passing through, has hitherto kept this want in abeyance. As exchanges become more active one of three things must happen:—either this want must be supplied, or it must be relieved by the remonetization of silver, or panics or crises in Europe cannot fail to be of frequent occurrence.

The United States has a deep interest in this question. The general desire here is to have silver re-established, believing remonetization to be a requisite of commercial progress throughout the world. The only difference of opinion has arisen out of a disagreement as to the means to be used for attaining that end. But in the light of the facts above cited, is it not evident that the desired end is really approaching, and can be secured through the necessities of European commerce? It is, however, an essential condition that we should hold on to our gold. That, of course, we cannot do in any artificial manner; we cannot throw our arms around it and hold it here, and yet, if it goes to Europe in any considerable amounts, it will relieve their wants and defer the very object we are aiming at. To retain our production, then, we must make gold so useful here that the United States demand will over-balance the European demand. Our Silver bill acts in just the opposite direction now. It not only prevents exports of silver, which would help to pay our debts, but besides that, tends also to under-value gold by making a less valuable substitute for it. It is to-day virtually saying to Europe,—here we will help you out of your difficulties, only let us coin enough silver dollars to enable us to force every American bank and citizen to take them, and then you may have our gold.

Cannot our people see the folly of this policy and the need of an immediate change? In this contest we hold the strongest and most independent position to-day of any country in the world. We are producing plenty of gold for our own purposes, and we can keep it if we choose; besides that, we can bring about a remonetization of silver, and then can use and have the command of that metal also. We entreat our Congressmen to revise their judgments under the new facts now developing, and let Europe have our silver, but not our gold.

#### **THE EMBARGO ON SOUTHERN TRADE BY THE LOUISVILLE & NASHVILLE ROAD.**

In our article last week we noticed the fact that the Louisville & Nashville Railroad, in order to bring the Pensacola & Selma road (secured by them some time ago) in connection with their system, had purchased that portion of the Western Railroad of Alabama lying between Selma and Montgomery. It now appears that that purchase had a deeper meaning and a wider significance. As soon as the Louisville & Nashville found itself securely in possession, it issued an order notifying competing companies that hereafter they would have to pay full local rates for business passing over this piece of road.

A moment's consideration will suffice to make clear to any one the meaning of this action. Quite a quantity of grain comes down the Mississippi River in barges

to New Orleans, whence some of it is distributed by railroads, as needed, over Alabama, Georgia and other Southern States. Hitherto a portion of this traffic has passed north over the Chicago St. Louis & New Orleans and thence east over the Vicksburg & Meridian, the Alabama Central, and the Western of Alabama, via Montgomery. Now, the Louisville & Nashville, having acquired the New Orleans & Mobile and the Mobile & Montgomery, is anxious to make those lines as profitable as possible, and therefore seeks to send this business entirely to that route. And it has been successful in its effort, for the Chicago St. Louis & New Orleans already announces that with such odds against it, it can no longer compete for the traffic to points east of Selma and Atlanta and south of Norfolk and Petersburg, and that its through rates have been withdrawn.

But the course pursued by the Louisville & Nashville has a very extended bearing. Even St. Louis will not escape its effects. Traffic from St. Louis, destined to points in Alabama, Georgia, and Florida, and coming over the St. Louis Iron Mountain & Southern to Columbus, Ky., thence over the Mobile & Ohio to Lauderdale, and there passing eastward over the Alabama Central and the Western of Alabama, will, between Selma and Montgomery, of course, be affected in like manner as the freight coming up from New Orleans. It seems not unlikely that the Louisville & Nashville had this business also in mind when it drew up its recent order, seeking thereby to compel that traffic too to pass over its own line. This determination of the Louisville & Nashville to force the entire business passing through the Southern States into its own channels, by virtually closing up all the other avenues of trade, is therefore by this time sufficiently apparent.

Whether this action is really wise is quite another question. Such an arbitrary policy will certainly breed opposition, both from Legislatures and from other roads. Whole States will not quietly have their channels of trade revolutionized by an edict, simply because a few miles of road have been bought which make it possible. Besides, in this case, the purchase of the section of the Western of Alabama is subject to criticism. It seems that before its purchase the Louisville & Nashville prepared an order similar to the one now in operation, applying local rates to the whole length of the Western of Alabama, but canceled it when called upon for an explanation by the Georgia railroads. Subsequently, it bought the piece between Selma and Montgomery, and now carries out the same idea. It may well be doubted whether the Georgia railroads would have sold (it was a sale in effect) this section had they known the purpose to which it was to be applied, for it was generally supposed that the Louisville & Nashville wanted it merely to bring the Pensacola & Selma in connection with its system.

One thing cannot be too constantly remembered in making these large railroad combinations, and that is, that they are looked upon with disfavor, and are only justified on the supposition that the public is thus better served. No mere personal policy, no narrow self-interest, can safely control in any of them. If Georgia or Alabama can get their corn cheaper by the old routes, they are entitled to it and will have it, and a railroad that stands in the way will be brushed aside. Moreover, it does not look to us like good policy to force the opposition of so many cities and strong corporations. It takes but little time to build another road where the will and the ability to do it are so abundantly combined. For these reasons we are inclined to think that this embargo was a short-sighted arrangement.

## CHICAGO TO KANSAS CITY.

An interesting announcement of this week is that the Kansas City St. Joseph & Council Bluffs Railroad has passed into the control of the Chicago Burlington & Quincy. This step seems to have been forced upon the management of the latter corporation by the changes that have taken place in the relations of the Missouri River roads. So long as those roads were in the hands of distinct parties, whose interests were not identical, there was comparatively little danger that the line in question would be unavailable. But with the Wabash run in the Gould interest, the Missouri Pacific owned absolutely by Gould, and the Hannibal & St. Joseph supposed to be closely identified with the same combination, it was clearly necessary that the Burlington & Quincy road should take measures to guard against any attempt that might be made to debar it from reaching Kansas City and other points on the Missouri River. Recent developments have tended to increase the necessity for such action. Gould's evident determination to control the course of traffic between Kansas City and St. Louis, left it morally certain that when the Wabash's line to Chicago came into operation he would wish to exercise a strong pressure on Chicago business as well.

There are at present four routes between Kansas City and Chicago. The Chicago Burlington & Quincy has two of these. It receives part of its traffic between those points over the Hopkins branch of the Kansas City road, and the rest is delivered to it at Hannibal by the Hannibal & St. Joseph. These two outlets have given it nearly one-half of the entire business between those cities. The other lines that compete for this traffic are the Chicago & Alton, which uses its own track throughout, and the Chicago Rock Island & Pacific, which formerly made connection with Kansas City over the Kansas City road, via Beverly, but now reaches that centre by means of the Han. & St. Joseph branch. It will be seen that the Chicago & Alton is the only road that has a line of its own for the whole distance. All the others have to depend upon the connecting lines, Hannibal & St. Joseph and Kansas City St. Joseph & Council Bluffs. As to the Hannibal & St. Joseph, the general belief is, as we have stated above, that the Gould party is largely represented in the management, though it may not have a controlling voice. Consequently, the Kansas City St. Joseph & Council Bluffs is the only connecting line independent of the Gould influence.

The contest for this road was begun long ago, when its stock and bonds were selling much lower than they are now. But Gould was not inactive, and his competition, aside from the improved prospects of the property itself, had the effect of sending up the securities to much higher figures. During the past nine or ten months the rumor has repeatedly been current that Gould had secured the line, and as often has it proved untrue, but the present report, confirmed by the publication in Boston of a circular issued to the stock and bond holders of the Kansas City company, announcing that holders of a majority of the income bonds and the stock considered the offer of the Burlington & Quincy Company advantageous and had decided to accept it, dispels all doubt in the matter. The *Chicago Tribune* is authority for the further statement that the Burlington & Quincy determined, in the early part of the year, when it seemed doubtful whether the Kansas City road could be brought in close connection with its system, to construct a new line to Kansas City from Vele, at the junction with the Burlington & Southwestern, and that this line will be pushed to completion, giving another outlet to that point.

## THE LATEST ILLUSTRATION OF STATE SUPERVISION.

A resolution passed by the Assembly at Albany, a few days ago, has caused the publication in response to it of a correspondence perhaps the most extraordinary in its peculiar features ever known. It appears that ex-Superintendent of Insurance, John F. Smyth, recently addressed to the Mutual Life a letter, stating that his predecessor had deemed it necessary to make minute examinations of the mortgage loans of certain companies, extending to a tracing of titles far back, and that such examinations resulted, in striking off certain sums from the assets of twelve companies; that the wisdom of this procedure was verified by such reductions; that the Mutual is one of three concerning the titles to whose property such examination has not been made; that he therefore suggested to the company to put itself "in immediate communication with" a certain law firm named, to retain that firm to search the titles, as well as two others (also named) to appraise mortgaged property; that if these gentlemen were found to be excessively costly he would at once "suggest other names to you" "who will be satisfactory to the Department;" and that he wished a prompt reply, &c.

To this amazing document President Winston replied in a long letter, the writing of which cannot be regretted, inasmuch as it is a masterly combination of dignified retort and unanswerable argument, although the circumstances might well have justified the company in paying no attention to the matter whatever. In the first place, the company was examined under the administration of Mr. William Smyth, three years ago. Mr. Deputy McCall—who made the examination in this as in other cases—reported his entire satisfaction in the most unqualified terms; also that "a schedule giving in detail the information necessary for valuations of property, verification of title, etc., of each of the 7,156 mortgages, has been compiled, and, with a list of uncollected and deferred premiums, is now on file in the Department." To this seemingly conclusive certificate Mr. William Smyth also added that he was present in person during the examination of mortgages and other securities, and desired to join with his deputy in hearty approval, and that certain particulars respecting title—really covering all the points now cited as necessary to have inquired into—were then verified by him in person. After citing this, Mr. Winston quotes the certificate given as to the company's investments recently by the annual auditing committee, consisting of two bank presidents and four merchants, none of whom are or were members of the committee under whose direction the loans were made. He also says that all the mortgage titles had been examined by one of several eminent lawyers named; that in the company's 37 years' experience not a dollar has been lost by failure in any title; that the expense of the minute inquiry proposed would be both heavy and useless, and that a simple verification of the statements already made should be sufficient; and he further shows, by the Department's own reports, that Mr. Smyth's quotation of reductions made in assets by examination is largely overstated in seven out of twelve instances.

As to the invitation to retain the legal gentlemen named—concerning whom it is only fair to say that they have promptly disavowed all connection with the matter—Mr. Winston, with peculiar appropriateness, reminds Mr. Smyth of the specifications of law as to how the charges for examinations shall be limited, made, audited, and paid. The company's officers might there-



fore be adjudged guilty of misdemeanor under the law, should they comply; furthermore, the benefits of compliance do not appear, inasmuch as Mr. Smyth's promise to be satisfied with the work of these parties could not bind his successor. This rejoinder, justifiable and unavoidable as it was, touched upon delicate ground, inasmuch as Mr. Smyth was once impeached for openly and defiantly violating these very provisions of law regarding the payment of bills, offering in excuse no better plea than his assertion that the payment could not have been otherwise arranged and the opinion of a personal and political friend of his that the law is unconstitutional. To this Mr. Smyth replied by a telegram demanding what amount the 245 plots of up-town city property, taken on foreclosure during the past four years and sold at auction on the 20th of April, represented in the last annual statement of assets. To this came a crushing reply, in the simple statement that the amount so inquired about was \$516,270, while the sales of the property footed up \$666,055, and that on other real estate sold since the year opened, which figured as assets to the amount of \$696,045, the receipts amount to \$738,130, making a profit of \$191,870 on all property sold in 1880. To this Mr. Smyth replied with a letter of retreat which we need not attempt to sketch.

The motive of this unprecedented demand we can scarcely understand, for we do not know how Mr. Smyth could have supposed that any company would yield to him, under the circumstances. Whatever his past powers of menace, his official day had gone, so that the impotence of his attempt is as marked as its impudence. Besides, it is disagreeable to have to interpret the affair by dishonorable motives, and yet to try to gloss it with a varnish of respectability would be weakly closing our eyes to the dark record made. There is no proof that he has prostituted the office to his own personal profit in money directly, but the most judicial language and the furthest stretch of charity cannot say more for him than that there were perhaps some evil deeds which he could have done officially, but did not do. The disgrace of his career may best be admitted fully and openly, and in precisely the language which most appropriately characterizes it. It is exactly what must be when State supervision goes down into partisan muck, and when a man is put in office in pursuance of a bargain, and kept there for the most ignoble of partisan reasons and uses, albeit his guiltiness is admitted and he has no defender on the merits of his case. "If, at the direction of every insurance department in every State of the Union having reciprocal laws, we are to be subjected to the expense of re-examining our titles and re-appraising our securities, as an alternative of exclusion from the State, it is manifest that we shall be ultimately superintended out of existence." So Mr. Winston wrote in his letter, but it is equally true that if insurance is to be consigned to the mercies of political supervision the same result must follow, unless a reaction sets in which compels the real reorganization of State supervision on a different basis, or else abolishes it altogether. The latter would be the better course in this State, as we have repeatedly urged; for while it is not fair to prejudge the new incumbent, it is impossible to forget that the system is not changed, and that he can be a faithful officer only by disappointing those who have placed him in office and repudiating the processes of which he is a fruit. He may do this—we will hope to see him do it; but the weight of precedent and of the most perverse of influences will oppose it.

#### TURKEY IN EUROPE.

The reports which reach us daily as to the internal condition of the empire of Turkey, especially of the European portion, indicate that the ruinous effects of the late war are being felt more and more as time advances, and that the absolute collapse of the empire cannot be far off. Its debt has been enormously increased, while its territory has been greatly diminished, and hitherto fruitful sources of revenue have been dried up or diverted into other channels. So heavy and so long-continued has been the drain on the farming and agricultural interest generally that the entire rural population are reduced to a condition of extreme poverty. It is not only impossible for them to pay taxes; they are without the means of maintaining or securing the necessary material for the ordinary work of husbandry.

The imperial exchequer is also empty, and the government finds it impossible to borrow. The borrowing power of the Turkish government, in fact, came to an end in 1874, when the amount of the foreign debts had reached one hundred and eighty-five millions sterling. In the interval the government has been compelled to resort to various shifts and expediences in order to seem to be able to carry on the affairs of the State. The imperial decree, in October, 1875, reducing the interest on the debt, "for a time," to one-half of the stipulated amount, was followed by another decree, issued in July, 1876, in which it was openly announced that no payments would be made "until the internal affairs of the empire have become more settled." Later in the same month a decree for the issue of paper money, called "*caimés*" or assignats, was published. According to the best estimate, more than one hundred millions sterling had been issued, and as a natural result during 1879 this paper money was repudiated.

It was reserved, however, for this present year to complete the work of financial ruin. Since the repudiation of the "*caimé*," the ordinary medium of exchange for the great mass of the people has been a debased silver coinage, representing in all a nominal value of from fourteen to fifteen millions sterling. While yet groaning under the blow of last year, the people are now informed that the debased silver currency will no longer be taken by the government in payment of taxes at its nominal but at its intrinsic value—a depreciation which amounts fully to one-half. In addition to the foreign debt above mentioned, it ought to be borne in mind that Turkey carries a heavy internal debt. It is difficult to arrive at exact figures in the matter of this floating debt. It is certain that in 1878 it was not less than seventy-five millions sterling. The presumption is that it is now greatly in excess of that figure. Of course, such a condition of affairs as these facts indicate, cannot be lasting. The empire is bankrupt and practically exhausted. More than a million of pounds sterling is due the army and navy contractors. They are clamant for payment, and it is feared that the provisions and other supplies for both services will be stopped.

Such being the general situation, the question naturally arises, what is to become of the Turkish empire? It looks as if it no longer possessed the power of self-restoration, and that help from without alone could save it. What foreign power is interested sufficiently to become its guarantor and protector? The present condition of Europe would indicate there is none. Yet there are interests at stake which must be cared for. Turkey may be allowed to go to pieces; the house of Othman may find it necessary to re-cross the Bosphorus and seek a home in Asia; but the land will remain; the

much-coveted city of Constantine will remain; the creditors will remain; and in the new condition of things there will be openings for new kingdoms and opportunities for the development of wealth and prosperity.

There are several possible modes of settlement. The European territory might be retained intact; and a new Christian government established in place of the old, with its headquarters at Constantinople. Or independence might be granted to the Albanians as it has been granted to the Montenegrins; Roumelia might be enlarged so as to include all the remaining territory outside of Constantinople, and made an independent kingdom or principality; and Constantinople dismembered from the other parts of the old empire, converted into a free city and placed under the protection of the powers. Some such arrangement as this latter is the more likely to commend itself, for the reason that no one of the great powers is willing to see Constantinople fall into the hands of any of the others, and for the further reason that it would not do to allow it to be in the hands of a small or weak power. Russia, as we know, would like to occupy the city; so, too, would Austria; and it is not at all improbable that difficulty and even trouble will arise from the ambitious designs of both those powers. Germany, for the sake of compensation on her own border, would, no doubt, be willing to further the designs of Austria. But France and England will probably be strong enough, whatever the course of Italy, to take care of Constantinople. Constantinople, under a wise and liberal government, would become one of the greatest and most prosperous cities of the world, as it is already for situation, beyond all question, the most beautiful. It is Turkish rule which is the curse of the East. In the interests of the suffering people and in the interests of progress and civilization generally, the sooner that rule is ended the better.

#### FINANCIAL REVIEW OF APRIL.

The month of April was marked by a decided stringency in the money market, and the city bank reserves were drawn down below the legal limit. This scarcity of loanable funds, which led to the payment of commissions of 1-64 to 1-16 per cent a day, in addition to 6 per cent per annum, was charged sometimes to the manipulations of stock speculators; but although their operations may have had something to do with it, the conspicuous fact remains that the bank reserves were for several weeks at so low a point that the withdrawal of a few millions could at any time disturb the market. The city bank statement for April 24 shows some remarkable changes from the same period in 1879—thus, legal tenders are now about \$30,000,000 less and specie about \$30,000,000 more than at that time, and the loans and discounts have increased over \$47,000,000.

In Government bonds the transactions were rather moderate, but the steady purchases by the Treasury each week, and the reluctance of holders to sell at the approach of summer, caused a decided scarcity of the floating supply of bonds, and made prices strong. Railroad bonds and other investment securities generally held their own at or near the highest prices made.

In speculative stocks business was much checked by the tightness in money, and at times there was considerable depression in tone, but never any such decline as to create a panic in prices or serious apprehensions of a material decline in the market. The high prices already established were well sustained by the very large earnings on nearly all the railroads making reports of their traffic.

Foreign exchange became easier in the latter part of the month, when the decline in prices of cotton and breadstuffs

stimulated shipments, and the quiet but steady outflow of American securities to Europe had the effect of counterbalancing the very large imports of foreign merchandise.

The following summary shows the condition of the New York Clearing House banks, the premium on gold, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the first of May in each year from 1878 to 1880, inclusive:

STATISTICAL SUMMARY ON OR ABOUT MAY 1, 1878 TO 1880.

	1880.	1879.	1878.
<b>New York City Banks—</b>			
Loans and discounts.....	\$278,886,200	231,096,900	229,936,400
Specie.....	48,983,800	18,228,100	30,051,900
Circulation.....	20,612,800	19,707,600	19,998,300
Net deposits.....	\$248,896,700	204,514,200	199,074,000
Legal tenders.....	15,432,100	45,224,500	36,435,300
Surplus reserve (over 25 p.c.)\$	2,191,525	12,324,050	16,718,700
<b>Money, Gold, Exchange—</b>			
Call loans.....	4@6	3@3½	3@5
Prime paper.....	5@6	3@4	5@5½
Gold.....	100	100	100½
Silver in London, per oz.....	52½d.	50½d.	53½d.
Prime sterling bills, 60 days.....	4 85@4 86	4 86¼@4 87	4 86¼@4 87
<b>United States Bonds—</b>			
6s, 1891, coupon.....	105½	107½	108½
6s, currency, 1898.....	125	124½	119½
6s, 1891, coupon.....	104	103½	104½
4s, 1891, coupon.....	108½	106½	103½
4s of 1907, coupon.....	107½	101½	100½
<b>Railroad Stocks—</b>			
New York Central & Hud. Riv.....	130½	117½	106
Erie (N. Y. L. E. & W.).....	43¾	26¾	12¾
Lake Shore & Mich. Southern.....	107¼	72¼	61¾
Michigan Central.....	89¾	78¾	69¾
Chicago Rock Island & Pacific.....	192½	130¼	104¼
Illinois Central.....	105¾	85¾	76
Chicago & North-western, com.....	93¾	58¾	51¾
Chicago Milw. & St. Paul, com.....	77¾	41¾	49¾
Delaware Lack. & Western.....	86¾	51¾	51
Central of New Jersey.....	76¾	43	17
<b>Merchandise—</b>			
Cotton, Middl'g Uplands, 50 lb.....	11½½	11½	10½½
Wool, American XX.....	50@56	28@33	34@42
Iron, Amer. pig, No. 1.....	28 00@31 00	18 50@19 00	18 00@18 50
Wheat, No. 2 spring.....	121@123	101@103	1 22@1 25
Corn, Western mixed.....	51@53	42@44	48@50
Pork, mess.....	10 90@11 00	10 15@10 25	9 65@9 85

NEW YORK CITY BANK MOVEMENTS IN APRIL.

N. Y. City Bank Statements.	April 3.	April 10.	April 17.	April 24.
Loans and discounts.....	\$290,439,500	\$288,470,900	\$284,250,800	\$278,586,800
Specie.....	53,669,300	52,023,600	53,050,800	48,983,800
Circulation.....	20,861,600	20,687,900	20,843,000	20,612,800
Net deposits.....	\$299,384,500	\$283,387,800	\$283,519,800	\$248,896,700
Legal tenders.....	10,847,500	11,935,900	13,866,000	15,432,100
Surplus reserve.....	Def. 309,900	Def. 107,450	586,880	2,191,525
Range of call loans.....	4@6*	4@6*	4@6*	3 @6
Rate of prime paper.....	5@6	5@6	5@6	5 @6

\* And a commission of 1-64@1-16.

+ And a commission of 1-64@¾.

CLOSING PRICES OF GOVERNMENT SECURITIES IN APRIL, 1880.

April.	6s, 1881, coup.	5s, 1881, coup.	4½s, 1891, coup.	4s, 1907, coup.	6s, 1881, coup.	5s, 1881, coup.	4½s, 1891, coup.	4s, 1907, coup.	6s, 1881, coup.
1.....	103½	109	106½	107	19	103½	107	107	19
2.....	103½	109	106½	107	20	106	103½	107	20
3.....	103½	109	106½	107	21	106	103½	107	21
4.....	103½	109	106½	107	22	106	103½	107	22
5.....	103½	109	106½	107	23	106	103½	107	23
6.....	103½	109	106½	107	24	106	103½	107	24
7.....	103½	109	106½	107	25	106	103½	107	25
8.....	103½	109	106½	107	26	106	103½	107	26
9.....	103½	109	106½	107	27	106	103½	107	27
10.....	103½	109	106½	107	28	106	103½	107	28
11.....	103½	109	106½	107	29	106	103½	107	29
12.....	103½	109	106½	107	30	106	103½	107	30
13.....	103½	109	106½	107	Open	105½	103½	109	105½
14.....	103½	109	106½	107	High	106¼	104	109½	107½
15.....	103½	109	106½	107	Low	105½	103½	109	105½
16.....	103½	109	106½	107	Clos	106¼	104	109	107½
17.....	103½	109	106½	107					
18.....	103½	109	106½	107					
19.....	103½	109	106½	107					

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN APRIL.

April.	Cons'ls for money.	5s of 1881.	4½s of 1891.	4s of 1907.	April.	Cons'ls for money.	5s of 1881.	4½s of 1891.	4s of 1907.
1.....	98½½	105½	111¼	108½	20	98½½	104½	111¼	109½
2.....	98	105½	111	109	21	98½½	104½	111¼	109½
3.....	98½½	105½	111¼	109½	22	98½½	104½	111¼	109½
4.....	98½½	105½	111¼	109½	23	98½½	104½	111¼	109½
5.....	98½½	105½	111¼	109½	24	98½½	104½	111¼	109½
6.....	98½½	105½	111¼	109½	25	98½½	104½	111¼	109½
7.....	98½½	105½	111¼	109½	26	98½½	104½	111¼	109½
8.....	98½½	105½	111¼	109½	27	98½½	104½	111¼	109½
9.....	98½½	105½	111¼	109½	28	98½½	104½	111¼	109½
10.....	98½½	105½	111¼	109½	29	98½½	104½	111¼	109½
11.....	98½½	105½	111¼	109½	30	98½½	104½	111¼	109½
12.....	98½½	105½	111¼	109½	Opening	98½½	105½	111¼	108½
13.....	98½½	105½	111¼	109½	Highest	99½	106	111¼	109½
14.....	98½½	105½	111¼	109½	Lowest	98	104½	111	108½
15.....	98½½	105½	111¼	109½	Closing	99½	104½	111¼	109½
16.....	98½½	105½	111¼	109½	Since Jan. 1				
17.....	98½½	105½	111¼	109½	Highest	99½	106½	111¼	109½
18.....	98½½	105½	111¼	109½	Lowest	97½	104½	109½	106½
19.....	98½½	105½	111¼	109½					



The following table will show the lowest, highest, and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of March and April:

## RANGE OF STOCKS IN MARCH AND APRIL.

RAILROADS.	Feb. 28.	Low.	High.	Mar. 31.	Low.	High.	Apr. 30.
Albany & Susquehanna	106	105 1/2	110 1/2	108	108	110	105
Bos. & N. Y. Air-L. pf	53	50	54	50	45	49 1/2	.....
Burl. Ced. Rap. & No.	160	57 1/2	80 1/2	76 1/2	69	75 1/2	67
Canada Southern	66 1/2	64 1/2	69 1/2	66 1/2	57 1/2	67 1/2	62 1/2
Cedar Falls & Minn.	.....	18	29	25 1/2	18	24 1/2	.....
Central of N. Jersey	87	83 1/2	90 1/2	85	74 1/2	85 1/2	76 1/2
Central Pacific	80 1/2	76	83 1/2	78 1/2	72	80	72 1/2
Ches. & Ohio	21 1/2	20 1/2	25 1/2	23 1/2	20 1/2	24 1/2	20 1/2
Do	2d pref.	23 1/2	25 1/2	24 1/2	23 1/2	25 1/2	21 1/2
Chicago & Alton	106 1/2	106 1/2	116	115	108	113	107
Do	pref.	.....	.....	115 1/2	124	127	125
Chic. Burl. & Quincy	x144 1/2	140 1/2	149 1/2	148 1/2	123	149 1/2	x123 1/2
Chic. Mil. & St. Paul	80 1/2	79	85 1/2	82 1/2	75 1/2	83 1/2	77 1/2
Do	pref.	104	x103 1/2	107 1/2	x104 1/2	102	105 1/2
Chic. & Northwest	93 1/2	91 1/2	97	96 1/2	92 1/2	97	93 1/2
Do	pref.	107 1/2	107 1/2	110 1/2	107 1/2	110 1/2	108 1/2
Chic. & Rock Island	122 1/2	151 1/2	190	190	186	194 1/2	192 1/2
Chic. St. L. & N. Orls	44 1/2	37 1/2	45	41 1/2	30	41	31
Chic. St. P. & Minn. ap.	56 1/2	54 1/2	59 1/2	58 1/2	55	60 1/2	57
Clev. Col. Clin. & Ind.	78 1/2	77	80 1/2	79	74	80	76 1/2
Clev. & Pittsb., guar.	.....	110	111 1/2	111	111	114	113 1/2
Col. Chic. & Ind. Cent.	21 1/2	15 1/2	21 1/2	18 1/2	13 1/2	17	14
Del. Lack. & West. r.	92 1/2	89 1/2	94 1/2	93 1/2	83 1/2	94 1/2	86 1/2
Dubuque & Sioux C.	64	67 1/2	71 1/2	68	68	.....	.....
Hannibal & St. Jo.	40 1/2	39 1/2	42 1/2	37 1/2	31	37 1/2	35 1/2
Do	pref.	74 1/2	69 1/2	72	65	73 1/2	72 1/2
Houst. & Tex. Cent.	80 1/2	75	91 1/2	81	66 1/2	83	.....
Illinois Central	x102 1/2	101 1/2	110	109	104 1/2	109 1/2	105 1/2
Indiana Bl. & West.	.....	30	39 1/2	.....	30 1/2	35	.....
Internat'l & Gt. No.	47	46	47	.....	39	39	.....
Keok. & Des Moines	.....	14 1/2	15	14 1/2	10	15	.....
Do	pref.	35	36 1/2	.....	30	35	.....
Lake Erie & West.	31 1/2	30	38 1/2	35 1/2	30 1/2	35 1/2	32
Lake Shore	108 1/2	107 1/2	111 1/2	108 1/2	109 1/2	117 1/2	107 1/2
Louisville & N. Ky.	140	139	164	160	115	164 1/2	133
Louisv. N. Alb. & Chic.	104	92 1/2	104 1/2	.....	85	95	90
Manhattan	45	31 1/2	57 1/2	32 1/2	25 1/2	33 1/2	30
Martha & Cin. 1st pf.	12	8	14	10 1/2	7 1/2	10 1/2	8
Do	2d pf.	8	7 1/2	11	5	6 1/2	.....
Memphis & Chas'ton	.....	.....	.....	39 1/2	39 1/2	.....	.....
Metropolitan Elev.	x114	x105 1/2	117 1/2	x105 1/2	92	105	96
Michigan Central	91 1/2	90 1/2	95 1/2	93 1/2	89	94 1/2	89 1/2
Mo. Kans. & Texas	44	41 1/2	49 1/2	43 1/2	33 1/2	45 1/2	33 1/2
Mobile & Ohio	24	22	29 1/2	23 1/2	19 1/2	24	19
Morris & Essex	110	106 1/2	109 1/2	108	105 1/2	108 1/2	107
Nashv. Chatt. & St. L.	117 1/2	75	128	80	x83	x84 1/2	x73
N. Y. Cent. & Hud. R.	132 1/2	x129 1/2	137	x135 1/2	129 1/2	136	130 1/2
New York Elevated	124	x117	125 1/2	x117 1/2	112	117	112 1/2
N. Y. Lake Erie & W.	45 1/2	43 1/2	47 1/2	45 1/2	41 1/2	46 1/2	43 1/2
Do	pref.	71	68 1/2	72 1/2	71	63 1/2	67 1/2
N. Y. N. H. & Hartf'd	156	156	159 1/2	159 1/2	159 1/2	163	161
N. Y. Ontario & W.	29	25 1/2	30 1/2	27 1/2	25 1/2	31 1/2	29 1/2
Do	pref.	33 1/2	29 1/2	34 1/2	31 1/2	37	28
Northern Pacific	50 1/2	51 1/2	57 1/2	53 1/2	51 1/2	54 1/2	52 1/2
Do	pref.	25 1/2	24	27 1/2	24	20	24 1/2
Ohio Central	35 1/2	33 1/2	44 1/2	38	32	39 1/2	34 1/2
Ohio & Mississippi	74	70 1/2	83 1/2	76 1/2	72	76 1/2	76 1/2
Do	pref.	182	180	180	185	190	1189
Panama	22 1/2	21	23 1/2	23 1/2	23 1/2	26 1/2	.....
Peo. Decat. & E'ville.	69 1/2	68	72 1/2	68	58 1/2	70 1/2	60 1/2
Phila. & Reading	117 1/2	119 1/2	118 1/2	117	118	118 1/2	116
Pittsb. Ft. W. & C. Guar.	119	120	.....	119	120	.....	.....
Rensselaer & Saratoga	30	31	.....	25	26 1/2	.....	.....
Rome Wat. & Ogdens	23 1/2	20 1/2	27	26	20	25	.....
St. L. Alton & T. H.	64	61	70	70	63	69	65
Do	pref.	61 1/2	56	63 1/2	59	59 1/2	50 1/2
St. L. & S. Francisco	44 1/2	41	45 1/2	40 1/2	31 1/2	41	36
Do	1st pref.	57 1/2	54 1/2	60 1/2	56	56 1/2	50
Do	2d pref.	76	76 1/2	83 1/2	79	85	79
St. Paul & Duluth	39 1/2	37 1/2	37 1/2	39	37	38	37 1/2
Do	pref.	70	68	68	69	65	66
St. Paul & Sioux City	43 1/2	41 1/2	45 1/2	44 1/2	42	45 1/2	43 1/2
Do	pref.	80	76 1/2	81	79 1/2	80	76 1/2
Texas & Pacific	47	46 1/2	47 1/2	.....	86 1/2	91 1/2	88
Union Pacific	90 1/2	87 1/2	94 1/2	89 1/2	86 1/2	91 1/2	88
Un. N. J. R.R. & Can.	x157 1/2	160	.....	160	160	159	159
Wab. St. L. & Pacific	43 1/2	42	44 1/2	36 1/2	44 1/2	39 1/2	39 1/2
Do	pref.	68 1/2	65 1/2	70 1/2	69 1/2	64	70

## TELEGRAPH.

American District	72 1/2	70	76	76	72	79 1/2	77 1/2
Atlantic & Pacific	48 1/2	x41 1/2	51	x43 1/2	42	45	43 1/2
Western Union	114 1/2	104 1/2	113 1/2	x106 1/2	104	109	106 1/2

## EXPRESS.

Adams	109 1/2	109 1/2	114 1/2	111 1/2	111 1/2	113 1/2	114
American	56 1/2	56	60 1/2	58	57 1/2	59	57 1/2
United States	47 1/2	47 1/2	50	49	47	49 1/2	48 1/2
Wells, Fargo & Co.	103 1/2	104	108 1/2	106 1/2	104 1/2	107 1/2	107

## COAL AND MINING.

Amie Consol. Mining	.....	2 1/2	2 1/2	.....	2 1/2	2 1/2	.....
Caribou Consol. Min.	.....	2 1/2	3 1/2	.....	2 1/2	3 1/2	2 1/2
Cent. Arizona Min	9	6 1/2	9 1/2	.....	6	7 1/2	6 1/2
Climax Mining	2 1/2	1 1/2	2 1/2	2 1/2	2	3	2 1/2
Colorado Coal & Iron	40	42 1/2	40 1/2	35	40 1/2	.....	.....
Consolidation Coal	*25	32	36	35	35	35	*35
Cumberland C. & I.	*75	60	62	62	.....	20	*35
Deadwood Mining	18	19 1/2	.....	.....	19	20	.....
Excelsior Mining	20	21	.....	19 1/2	20	.....	.....
Homestake Mining	34	33	39	34	33 1/2	36	*33
La Plata Mining	.....	x6 1/2	7	.....	.....	.....	.....
Leadville Mining	.....	3 1/2	3 1/2	.....	3	3	.....
Little Pittsb'g Min.	x13 1/2	8	15 1/2	9	5 1/2	9 1/2	6 1/2
Maryland Coal	27	26 1/2	27	*22	20	22	.....
Montank Coal	57 1/2	50	54	.....	50	50	.....
New Central Coal	30 1/2	29	35	.....	29	35	29
N. Y. & Stratford	.....	.....	.....	105	107	.....	.....
Pennsylvania Coal	*205	200	*210	*210	190	190	*212 1/2
Mariposa Land & M.	*3 1/2	3 1/2	3 1/2	*2	2	3	.....
Do	pref.	.....	.....	.....	3	3	.....
Ontario Silver Min'g	.....	37 1/2	38	.....	34	35	34
Quicksilver Mining	20 1/2	17	23	18	12	15	*12
Do	pref.	64	63 1/2	78 1/2	60	71	*64
Silver Cliff Mining	.....	5 1/2	6 1/2	5 1/2	3	5 1/2	4 1/2
Standard Cons. Min'g	27 1/2	24	35 1/2	32	26 1/2	32	29 1/2

\* Prices bid. † Prices asked. ‡ Ex privilege.

VARIOUS.	Feb. 28.	Low.	High.	Mar. 31.	Low.	High.	Apr. 30.
Boston Water Power	17 1/2	16	17 1/2	.....	11	15	11
Canton	58 1/2	58 1/2	58 1/2	61	53	54	80 1/2
Del. & Hud. Canal	80	78 1/2	86 1/2	85 1/2	78	86	80 1/2
New York Gas	.....	.....	.....	104	104	.....	.....
Oreg'n R'y & Nav. Co.	110	105	111	x107	x110	x110	x110
Pacific Mail	46 1/2	36 1/2	62	41 1/2	37 1/2	45 1/2	40 1/2
Pullman Pal. Car Co.	*119	115	118 1/2	114 1/2	117	117	117
Sutro Tunnel	3 1/2	2 1/2	3 1/2	2 1/2	1 1/2	2 1/2	2

\* Prices asked.

## BANKERS' STERLING EXCHANGE FOR APRIL, 1880.

April.	60 days.	Demand.	April.	60 days.	Demand.
1	4 1/2	4 1/2	17	4 1/2	4 1/2
2	4 1/2	4 1/2	18	4 1/2	4 1/2
3	4 1/2	4 1/2	19	4 1/2	4 1/2
4	4 1/2	4 1/2	20	4 1/2	4 1/2
5	4 1/2	4 1/2	21	4 1/2	4 1/2
6	4 1/2	4 1/2	22	4 1/2	4 1/2
7	4 1/2	4 1/2	23	4 1/2	4 1/2
8	4 1/2	4 1/2	24	4 1/2	4 1/2
9	4 1/2	4 1/2	25	4 1/2	4 1/2
10	4 1/2	4 1/2	26	4 1/2	4 1/2
11	4 1/2	4 1/2	27	4 1/2	4 1/2
12	4 1/2	4 1/2	28	4 1/2	4 1/2
13	4 1/2	4 1/2	29	4 1/2	4 1/2
14	4 1/2	4 1/2	30	4 1/2	4 1/2
15	4 1/2	4 1/2	31	4 1/2	4 1/2
16	4 1/2	4 1/2	Range	4 1/2	4 1/2

## IMPORTS AND EXPORTS FOR MARCH, 1880.

[Prepared by the Bureau of Statistics.]

Below is given the ninth monthly statement for the current fiscal year of the imports and exports of the United States: The excess of exports over imports of merchandise, stated in specie values, was as follows:

Month ended March 31, 1880	\$6,447,362
Month ended March 31, 1879	24,298,134
Nine months ended March 31, 1880	159,075,543
Nine months ended March 31, 1879	223,272,061
Twelve months ended March 31, 1880	194,465,143
Twelve months ended March 31, 1879	233,971,594

The excess of imports or exports of gold and silver coin and bullion was as follows:

Month ended March 31, 1880, excess of imports	\$7,599
Month ended March 31, 1879, excess of exports	1,876,090
Nine months ended March 31, 1880, excess of imports	75,472,491
Nine months ended March 31, 1879, excess of imports	96,095
Twelve months ended March 31, 1880, excess of imports	70,674,955
Twelve months ended March 31, 1879, excess of exports	562,967

The total values of imports and of domestic and foreign exports for the month of March, 1880, and for the nine and twelve months ended March 31, 1880, are presented in the following tables, all in specie values:

[Corrected to April 26, 1880.]

## MERCHANDISE.

	For the month of March.	For the 9 months ended Mar. 31.	For the 12 months ended Mar. 31.
1880.—Exports—Domestic . . . . .	\$76,438,571	\$618,811,036	\$767,905,432
Foreign . . . . .	911,760	8,472,594	11,170,401
Total . . . . .	\$77,350,331	\$627,283,630	\$779,075,833
Imports . . . . .	70,902,968	468,208,087	584,610,685
Excess of exports over imports . . . . .	\$6,447,362	\$159,075,543	\$194,465,148
Excess of imports over exports . . . . .			
1879.—Exports—Domestic . . . . .	\$65,187,450	\$549,246,394	\$707,298,319
Foreign . . . . .	967,295	9,400,844	12,986,144
Total . . . . .	\$66,154,745	\$558,647,238	\$720,284,463
Imports . . . . .	41,856,611	329,375,177	436,312,869
Excess of exports over imports . . . . .	\$24,298,134	\$229,272,061	\$283,971,594
Excess of imports over exports . . . . .			

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.
Baltimore, Md.	\$1,433,248	\$6,924,921	\$5,282
Boston, &c., Mass.	8,685,533	4,671,525	154,139
Brazos, &c., Texas.	129,202	108,728	52,249
Buffalo Creek, N. Y.	293,333	38,312	135
Champlain, N. Y.	171,281	84,655	.....
Charleston, S. C.	673	1,929,678	.....
Corpus Christi, Texas.	35,205	19,568	3,292
Detroit, Mich.	142,359	123,876	604
Galveston, Texas.	50,294	2,416,788	.....
Huron, Mich.	333,306	394,936	1,686
Key West, Fla.	39,303	54,193	.....
Minnesota, Minn.	10,692	66,132	176
Mobile, Ala.	15,549	481,672	.....
New Haven, Conn.	73,077	4,656	.....
New Orleans, La.	901,132	12,416,608	22,269
New York, N. Y.	49,218,924	33,074,584	539,982
Niagara, N. Y.	280,469	264	4,256
Norfolk, &c., Va.	3,569	1,540,429	.....
Oswegatchie, N. Y.	12,113	26,955	.....
Pasamquoddy, Me.	53,313	32,187	.....
Pensacola, Fla.	2,874	300,754	.....
Philadelphia, Pa.	4,126,939	3,897,589	2,799
Portland, &c., Me.	87,120	782,584	43,157
Richmond, Va.	3,168	204,689	.....
Saluria, Texas.	5,800	56,550	682
San Francisco, Cal.	4,044,068	2,739,183	80,779
Savannah, Ga.	1,358	2,719,394	.....
Vermont, Vt.	463,710	92,618	.....
Willamette, Oregon.	11,888	339,577	.....
Wilmington, N. C.	23,659	21,018	.....
All other districts	122,687	683,948	273
Total	\$70,902,969	\$76,438,571	\$911,760

## Monetary & Commercial English News

### RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— APRIL 17.			EXCHANGE ON LONDON.		
ON—	Time.	Rate.	Latest Date.	Time.	Rate.
Paris	Short.	25-25 @ 25-30	April 15	Short.	25-27½
Paris	3 mos.	25-42½ @ 25-47½	April 15	Short.	25-31
Antwerp	"	25-47½ @ 25-52½	April 15	Short.	12-05½
Amsterdam	Short.	12-1½ @ 12-2½	April 15	Short.	20-46½
Amsterdam	3 mos.	12-3½ @ 12-4	April 15	"	20-45
Berlin	"	20-62 @ 20-66	April 15	"	20-47
Hamburg	"	20-62 @ 20-66	April 15	3 mos.	11-91
Frankfurt	"	20-62 @ 20-66	April 15	"	48-80
Vienna	"	12-7½ @ 12-12½	April 14	3 mos.	25-32
Genoa	"	27-85 @ 27-90	April 14	"	97
Madrid	"	47-3 @ 48	April 14	Short.	4-84
Cadiz	"	47-3 @ 48½	April 14	1 mos.	1s. 81½d.
Lisbon	90 days	52-1½ @ 52-3	April 14	"	1s. 81½d.
St. Petersburg	3 mos.	24-10 @ 25-18	April 14	"	3s. 9½d.
Alexandria	"	.....	April 14	"	5s. 2½d.
New York	"	.....	April 14	"	.....
Bombay	30 days	1s. 8d.	April 14	"	.....
Calcutta	"	1s. 8d.	April 14	"	.....
Hong Kong	"	.....	April 14	"	.....
Shanghai	"	.....	April 14	"	.....

[From our own correspondent.]

LONDON, Saturday, April 17, 1880.

The money market has presented a steady appearance during the week, and there has not been much variation in the rates of discount. The fortnightly settlement on the Stock Exchange has caused a little more animation in the demand for accommodation, and the payment of a large sum of money into the Bank of England by Messrs. Rothschild—in connection with Egyptian finance—has restricted the supply in the open market and has given the Bank of England more control over it. It is unquestionably the fact that there are no present indications of a return to very easy rates of money. Some are, indeed, looking forward to a higher range in the quotations at an early date, and most persons are confident that there will be no decline from the rates now current. There is a very general demand for money, and although the summer months are usually characterized by a certain degree of inactivity, the probability is that the steady development of our commerce, and of general enterprise, will continue to exert its influence in monetary circles, and will enable capitalists to obtain better terms. The additional inquiry for money is undoubtedly of a very healthy character, indicating that assistance is required for legitimate purposes. As far as our trade is concerned, this admits of no doubt; while the loans and public undertakings introduced of late have only been successful when the public had been convinced of their soundness. The loans for our colonies are still very popular, while the foreign loans brought forward have been chiefly for small amounts, and for countries which, though not amongst the leading nations of the world, are yet relied upon for their integrity. We have not yet reached the period of recklessness in the investment of our surplus capital, and it is hoped that that period is still remote.

Money has been in fair demand throughout the week, and the rates of discount are firm as under:

	Per cent.	Open-market rates—	Per cent.
Bank rate	3	4 months' bank bills	2½ @ 2½
Open-market rates	3	6 months' bank bills	2½ @ 3
30 and 60 days' bills	2½	4 & 6 months' trade bills	3 @ 3½
3 months' bills	2½		

The rates of interest allowed by the joint-stock banks and discount houses for deposits are as follows:

	Per cent.
Joint-stock banks	2
Discount houses at call	2
Do with 7 or 14 days' notice	2½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, and the Bankers' Clearing-House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, including	£	£	£	£
Bank post bills	27,619,301	29,691,032	23,373,898	28,744,433
Public deposits	6,208,026	6,545,999	7,241,867	6,457,402
Other deposits	26,374,381	31,824,551	21,151,689	19,490,216
Governments' securities	15,947,679	14,905,801	22,359,140	23,190,134
Other securities	18,607,495	22,334,573	16,556,483	15,329,901
Res'v of notes & coin	15,967,962	19,091,514	9,846,189	12,779,964
Coin and bullion in both departments	28,283,387	33,516,239	22,925,444	26,194,994
Proportion of reserve to liabilities	48-55	49-41	32-93	42-63
Bank rate	3 p. c.	2 p. c.	3 p. c.	2 p. c.
Consols	93	95	95	95½
Eng. wheat, av. price	48s. 4d.	41s. 0d.	51s. 5d.	52s. 4d.
Mid. Upland cotton	7d.	6½d.	5½d.	6½d.
Clearing-House ret'n.	96,937,000	64,680,000	109,437,000	112,727,000

The following are the current rates of discount at the principal foreign centres:

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris	2½	2½	Genoa	4	3½ @ 4
Amsterdam	3	2½ @ 3	Geneva	4	3½ @ 4
Brussels	3½	3 @ 3½	Madrid, Cadiz &	4	.....
Berlin	3	2½ @ 2½	Barcelona	4	4 @ 5
Hamburg	3	2½ @ 2½	Lisbon & Oporto	6	5½ @ 6
Frankfurt	3	2½ @ 2½	Copenhagen	4 @ 4½	4 @ 4½
Vienna	4	3½ @ 3½	New York	.....	5½ @ 6½
St. Petersburg	6	5 @ 5½	Calcutta	6	.....

Gold continues in demand for Spain, though the inquiry had abated early in the week. A considerable quantity of gold has also, it is stated, been sent from Paris to Madrid. Bar silver has declined in value, owing to the fall in the Indian exchanges; but Mexican dollars are higher, the demand for China being active. India Council bills were disposed of on Wednesday at 1s. 7 13-16d. the rupee. The following prices of bullion are from Messrs Pixley & Abell's circular:

	GOLD.	s.	d.	s.	d.
Bar gold, fine	per oz. standard	77	9½	.....	.....
Bar gold, containing 20 dwts. silver	per oz. standard	77	11	.....	.....
Spanish doubloons	per oz.	74	6	75	0
South American doubloons	per oz.	73	9	.....	.....
United States gold coin	per oz.	76	3½	.....	.....
German gold coin	per oz.	76	3½	.....	.....
	SILVER.	d.	d.		
Bar silver, fine	per oz. standard, last price	51	13½	.....	.....
Bar silver, containing 5 grs. gold per oz. standard	do	52	16	.....	.....
Cake silver	per oz.	51	16	.....	.....
Mexican dollars	per oz.	51	3	.....	.....
Chilian dollars	per oz.	51	3	.....	.....
Quicksilver, 26 17s. 6d.	Discount, 3 per cent.	.....	.....	.....	.....

Messrs. Hambro & Sons have introduced a Norwegian loan for £1,156,000, of which £381,000 are now offered for public subscription. The price of subscription is £97 10s. for each £100 stock, the rate of interest being 4 per cent per annum. The object of the loan is to redeem the 4½ per cent loans issued in 1858 and 1863, and partly for other State requirements, including a further contribution to the Norwegian Mortgage Bank.

The next series of sales of colonial wool are announced to commence on the 20th inst. The arrivals amount to about 320,000 bales, and it is expected that about 350,000 bales will be brought forward.

The weather has been very favorable for the young crops during the week. There has been a copious fall of rain, which was much needed, and the last two days have been warm and genial. Vegetation is making, therefore, good progress, and there is an increasing belief in an improved agricultural future. Very scanty supplies of home-grown produce have been on offer throughout the country; but there is a fair show of foreign produce. Buyers operate with caution, and as prices continue to give way in New York the tendency is downwards on this side. The movement is, however, a very slow one, owing to the small quantities of English wheat offering.

On the Stock Exchange, during the week, business has been somewhat irregular, but, on the whole, firm. This was especially the case early in the week; but the uncertainty of the money market has lately induced operators to be more cautious. Egyptian bonds have attracted considerable attention, it having been officially announced that all points of difficulty between Messrs. Rothschild and the Egyptian Government have been



arranged. There has also been some activity in the market for Atlantic & Great Western Railroad bonds, and especially for the 1st preference; while there has been some influential buying of Canadian railroad bonds, which has led to a decided rise in prices.

A new Russian loan will be brought out on the European money markets as soon as the Russian Government, and those to whom they may entrust the operation, can see the way clear to float it at a satisfactory price. A new Portuguese loan for £3,000,000 will, it is understood, be brought out in a few days.

Only a few elections have now to be held in the more distant parts of the country, and these will have no effect upon the general result. The Liberal party has undoubtedly succeeded beyond its own anticipations. It has a substantial majority, without reckoning upon the support of the Home Rulers, and this fact has had the effect of promoting confidence amongst most classes of the community. The reason for such a change in the opinions of the electoral body is now the subject of much discussion, and the more general conclusion arrived at is that years of depression in trade have led the working classes, whose votes have a great preponderating influence, to desire a change, hoping it may bring about some advantage to them. The change would probably therefore have occurred, whether the Government had been Whig or Tory. Those who, though Liberals, have given their support to the Government policy will now be desirous of knowing what is the process by which the end sought by the present Government could have been attained by the Liberals. The opposition has been on several occasions hardly pressed for an answer to this question; but, excepting the trite reply of an eminent member of the House "that's tellings," no response has been given. Mr. Gladstone and several other leading statesmen are anxious now that the past should be forgotten, and are desirous of convincing their supporters of the need of legislation for the future. We are inclined to believe that the change of government will be beneficial to the country. After six years of laborious work, a change is to some extent necessary; and as, during the past six years, many difficulties in the commercial and financial world have been overcome, we start again with good prospects and with many indications of renewed prosperity.

Annexed is a return showing the extent of our exports of British and Irish produce and manufactures to the United States during March and during the three months ended March 31:

	EXPORTS.			
	In March.	1880.	In Three Months.	1880.
Alkali.....cwt.	262,608	328,364	735,660	878,296
Apparel and slops.....	3,453	6,274	14,178	22,535
Bags and sacks.....doz.	38,385	25,858	92,169	87,971
Beer and ale.....bbls.	1,887	2,606	4,498	5,711
Cotton piece goods.....yds.	5,886,900	7,566,900	86,165,600	26,525,400
Earthenw. & porcelain.....	76,783	94,269	149,228	223,724
Haberdashery and millinery.....	22,343	50,275	83,597	127,200
Hardware and cutlery.....	30,035	43,170	83,164	117,259
Iron—Pig.....tons.	3,429	106,302	9,792	232,523
Bar, &c.....tons.	524	10,482	715	23,827
Railroad.....tons.	372	15,198	1,184	43,367
Hoops, shales and boiler plates.....	116	4,479	235	14,421
Tin plates.....tons.	14,801	14,801	32,933	42,071
Cast or wrought.....	845	428	1,798	2,201
Old.....tons.	1,034	44,861	1,601	99,362
Steel—Unwrought.....	657	5,625	1,432	11,125
Lead—Pig.....tons.	42	113	88	183
Jute yarn.....lbs.	112,000	618,900	292,400	1,699,900
Linen piece goods.....yds.	8,847,400	9,436,500	27,736,400	35,939,000
Jute manufactures, except bags.....	4,202,900	7,669,000		
Machinery.....	18,603	38,553	36,834	103,747
Paper—Writing or printing.....cwt.	130	265	343	666
Other kinds, except paper hangings.....	438	225	1,981	991
Salt.....tons.	17,862	12,680	61,704	56,748
Silk brood stuffs.....yds.	35,063	26,010	118,792	117,873
Ribbons.....	733	334	2,774	1,166
Other articles of silk only.....	1,819	3,308	6,226	10,301
Do of silk and other materials.....	3,352	9,078	13,056	23,674
Spirits—British.....gals.	2,354	3,813	11,970	15,747
Stationery—Other than paper.....	5,157	7,939	15,681	13,294
Tin—Unwrought.....cwt.	4,785	4,446	9,117	9,484
Wool—British.....lbs.	52,300	2,387,100	117,000	5,737,900
Colonial & foreign.....	1,159,000	4,430,900	2,575,600	12,198,120
Woolen cloth.....yds.	72,900	283,500	575,000	1,231,200
Worsted stuffs.....yds.	3,170,900	3,719,500	7,917,200	11,533,200
Carpets, not being rugs.....yds.	9,400	160,100	63,600	696,100

The following were the quantities of iron and steel rails shipped to the United States in March and during the three months:

	1879.	1880.
In March—Iron rails.....tons.	372	10,518
Steel rails.....	372	4,010
In 3 months—Iron rails.....	301	25,067
Steel rails.....	575	17,322

During the week ended April 10, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 24,643 quarters, against 52,939 quarters last year; and it is estimated that in the whole kingdom they were 98,600 quarters, against 212,000 quarters in 1879. Since harvest the sales in the 150 principal markets have been 997,556 quarters, against 1,757,739 quarters; while in the whole Kingdom it is computed that they have been 3,990,270 quarters, against 7,031,000 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is computed that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	1879-80.	1878-9.	1877-8.	1876-7.
Imports of wheat.....cwt.	38,355,361	29,684,805	36,498,680	23,200,710
Imports of flour.....	6,706,567	5,316,056	5,592,136	3,865,195
Sales of home-grown produce.....	17,291,000	30,467,500	24,329,000	28,574,700
Total.....	62,352,928	65,468,361	66,419,816	53,640,805
Deduct exports of wheat and flour.....	947,296	1,236,521	1,243,841	664,601
Result.....	61,405,632	64,231,840	65,175,975	52,976,004
Average price of English wheat for the season.....	46s. 10d.	40s. 4d.	52s. 8d.	49s. 6d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from the first of September to the close of last week, compared with the corresponding period in the three previous seasons:

IMPORTS.				
	1879-80.	1878-9.	1877-8.	1876-7.
Wheat.....cwt.	38,355,361	29,684,805	36,498,680	23,200,710
Barley.....	10,546,479	7,443,989	7,463,737	9,563,762
Oats.....	5,508,850	6,371,215	6,912,519	6,305,861
Peas.....	1,375,482	971,713	1,118,864	819,929
Beans.....	770,311	2,278,643	3,036,654	
Indian corn.....	15,079,287	19,327,939	19,295,913	20,213,555
Flour.....	6,706,567	5,316,056	5,592,136	3,865,195
EXPORTS.				
	1879-80.	1878-9.	1877-8.	1876-7.
Wheat.....cwt.	856,311	1,145,272	1,203,312	638,919
Barley.....	16,451	90,346	37,620	33,542
Oats.....	68,030	59,023	23,264	77,501
Peas.....	84,723	12,122	15,862	19,933
Beans.....	26,401	7,025	14,536	18,973
Indian corn.....	565,465	290,861	116,815	307,847
Flour.....	90,935	91,249	40,529	25,682

#### English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, as reported by cable, are shown in the following summary:

**London Money and Stock Market.**—The bullion in the Bank of England has decreased £128,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
April 24.	24.	26.	27.	28.	29.	30.
Silver, per oz.....d.	51½	51½	51½	51½	52½	52½
Consols for money.....	98½	98½	98½	99½	99½	99½
Consols for account.....	98½	99½	99½	99½	99½	99½
U. S. 5s of 1881.....	104½	104½	104½	104½	104½	104½
U. S. 4s of 1891.....	111½	111½	111½	111½	111½	111½
U. S. 4s of 1907.....	109½	109½	109½	109½	109½	109½
Erie, common stock.....	44¼	44¼	44¼	43¾	43¾	43¾
Illinois Central.....	110	110	109¾	109	108	108
Pennsylvania.....	56¼	56¼	56¼	56¼	56¼	56¼
Philadelphia & Reading.....	34¼	34¼	33¾	33	32	30½

**Liverpool Cotton Market.**—See special report on cotton.

**Liverpool Breadstuffs Market.**—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) per cent.....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat, sprg. No. 2, 100lb. 10	2 10	2 10	2 10	2 10	2 10	2 10
Spring No. 3.....	9 9	9 9	9 8	9 8	9 8	9 8
Winter, West. n. ".....	10 9	10 9	10 8	10 7	10 5	10 3
Southern, new ".....	10 11	10 11	10 10	10 9	10 7	10 5
Av. Cal. white.....	9 9	9 9	9 7	9 7	9 6	9 6
California club.....	10 4	10 4	10 3	10 3	10 1	10 1
Corn, mix., W. old per cent.....	5 4	5 3½	4 11	4 11	4 9½	4 9
do do new.....	5 3	5 2	4 10	4 9½	4 7½	4 8

**Liverpool Provisions Market.**—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Pork, West. mess. per bbl.....	65 0	65 0	65 0	65 0	65 0	65 0
Bacon, long clear, cwt.....	34 6	34 6	34 6	34 6	34 0	34 0
Beef, pr. mess. per tierce.....	75 0	75 0	75 0	75 0	75 0	75 0
Lard, prime West. per cwt.....	37 6	37 6	37 6	37 6	37 6	37 6
Cheese, Am. choice.....	75 0	75 0	75 0	75 0	75 0	75 0

**London Petroleum Market.**—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Petroleum, ref. per gal.....	d.	d.	d.	d.	d.	d.
Petroleum, spirits.....	6 2½	6 2½	6 2½	6 2½	6 2½	6 2½

#### Commercial and Miscellaneous News.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$10,908,842, against \$12,273,708 the pre-

ceding week and \$8,938,079 two weeks previous. The exports for the week ended April 27 amounted to \$8,196,954, against \$7,555,588 last week and \$7,545,332 the previous week. The following are the imports at New York for the week ending (for dry goods) April 22 and for the week ending (for general merchandise) April 23:

## FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
Dry Goods.....	\$1,111,845	\$1,148,496	\$1,785,385	\$2,302,469
General mdse....	6,132,219	5,183,353	5,687,716	8,606,373
Total week.....	\$7,244,064	\$6,331,849	\$7,473,101	\$10,908,842
Prev. reported..	103,028,044	90,653,114	95,365,350	154,245,184
Total s'ce Jan. 1.	\$110,272,108	\$96,984,963	\$102,838,451	\$165,154,026

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending April 27:

## EXPORTS FROM NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
For the week....	\$4,591,867	\$5,945,499	\$6,956,903	\$8,196,954
Prev. reported..	81,774,138	107,557,456	96,480,289	106,094,123

Total s'ce Jan. 1. \$96,366,005 \$113,502,955 \$103,437,192 \$114,291,077

The following will show the exports of specie from the port of New York for the week ending April 24, and also a comparison of the total since Jan. 1, 1880, with the corresponding totals for several previous years:

	1877.	1878.	1879.	1880.
April.....	\$1,600	\$1,600	\$1,600	\$1,600
20—Str. Santiago.....	St. Jago de Cuba.....	Mex. silv. dols.		
21—Str. Niagara.....	Havana.....	Span. doub'n's		
22—Str. Bermuda.....	Hamilton.....	Eng. gold sov'n's		
24—Str. Celtic.....	Liverpool.....	Mex. silv. dols.		
24—Str. Rhein.....	London.....	Mex. g'd (eagl's)		

Total for the week (\$11,580 silver, and \$35,700 gold)..... \$47,280

Previously reported (\$1,651,698 silv., and \$1,512,896 gold)..... 3,164,594

Tot. since Jan. 1, '80 (\$1,663,278 silv., and \$1,548,596 gold)..... \$3,211,874

Same time in— Same time in— Same time in—

1879.....	\$6,602,901	1875.....	\$23,183,973	1871.....	\$25,143,056
1878.....	7,063,105	1874.....	11,230,486	1870.....	8,838,237
1877.....	4,553,632	1873.....	18,527,757	1869.....	10,914,451
1876.....	16,033,447	1872.....	10,763,548	1868.....	22,821,938

The imports of specie at this port for the same periods have been as follows:

April.....					
17—Str. Crescent City.....	U. S. of Colombia.....	Am. silv. coin..	\$1,232		
		Am. gold coin..	250		
		For. silv. coin..	206		
		Gold bullion.....	1,000		
		Silver bullion.....	1,350		
19—Str. C. of Dallas.....	British West Indies.....	Am. silv. coin..	2,237		
19—Str. C. of Alexandria.....	Mexico.....	Am. silv. coin..	3,558		
		Am. gold coin..	1,338		
		Trade dols.....	1,500		
		For. silv. coin..	58,441		
		For. gold coin..	2,015		
21—Str. Bermuda.....	British West Indies.....	For. gold coin..	2,921		
21—Schr. E. B. Coombs.....	Venezuela.....	Am. silv. coin..	17		
		For. silv. coin..	183		
21—Schr. F. E. McDonald.....	Venezuela.....	Am. silv. coin..	83		
		For. silv. coin..	217		
21—Str. Alps.....	West Indies.....	Am. silv. coin..	41,316		
		Am. gold coin..	620		
		For. silv. coin..	5,000		
		For. gold coin..	2,278		
23—Bark Kestrel.....	Danish West Indies.....	Am. silv. coin..	1,050		
		Am. gold coin..	500		
23—Str. Felicia.....	Danish West Indies.....	Am. silv. coin..	1,200		
		Am. gold coin..	220		
		Venezuela.....	2,100		
		Am. silv. coin..	1,010		
24—Str. Canima.....	Porto Rico.....	Am. gold coin..	127		
		Am. silv. coin..	400		
24—Str. Neckar.....	Germany.....	Trade dols.....	9,733		
24—Str. Alvo.....	U. S. of Colombia.....	Am. silv. coin..	3,600		

Total for the week (\$133,423 silver, and \$12,279 gold)..... \$145,702

Previously reported (\$1,663,435 silv., and \$1,196,299 gold)..... 2,859,734

Tot. since Jan. 1, '80 (\$1,796,858 silv., and \$1,208,578 gold)..... \$3,005,436

	1879.	1875.	1871.	1870.
1879.....	\$3,459,278	\$5,593,610	\$2,994,481	
1878.....	10,412,378	1,234,079	6,340,509	
1877.....	6,270,074	1,593,530	8,463,145	
1876.....	1,552,308	638,519	2,817,142	

The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.	Payments.	Balances.	
			Gold.	Currency.
	\$	\$	\$	\$
April 21...	677,416 28	666,207 31	101,402,103 21	6,377,582 7
" 26...	1,277,698 79	1,214,365 21	101,664,792 08	6,178,225 4
" 27...	932,649 71	349,889 26	102,187,098 28	6,258,679 7
" 28...	847,004 92	396,670 57	102,366,131 69	6,529,980 6
" 29...	784,295 98	1,920,401 73	101,098,421 81	6,661,584 7
" 30...	2,030,459 68	2,839,230 08	100,040,911 21	6,910,324 9
Total...	6,569,553 36	7,386,764 16		

Virginia State Finances.—A despatch from Richmond, Va., April 29, says: "The Supreme Court of Appeals of Virginia to-day decided the cause that has been for some days pending before it, to test the constitutionality of the McCulloch debt settlement law. The Court decided the law to be constitutional, and held that the coupons from the bonds must be received by the Auditor in payment of all dues to the State, and that no tax can be deducted from them."

West Side & Yonkers.—A mortgage from the West Side & Yonkers Railway Company, organized in 1879, to the Central Trust Company was recorded this week. The instrument was dated Feb. 1, 1880, and is given to secure the payment at the end of thirty years of registered first mortgage bonds of \$100 each, aggregating \$1,142,500, and bearing interest at the rate of 6 per cent. The railroad company is about building a railroad from River Street and Eighth Avenue to Yonkers, connecting with the upper terminus of the Metropolitan Elevated Railway by a bridge over the Harlem River, authorized by the Rapid Transit act passed by the Legislature in June, 1875.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 24, 1880:

Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep't's other than U. S.	Circulation.
New York.....	\$2,000,000	8,740,660	1,932,000	485,000	8,542,000	495,000
Manhattan Co.....	2,050,000	6,288,000	728,100	172,700	4,477,300	
Merchants.....	2,000,000	6,568,000	1,173,600	306,300	5,181,300	562,500
Mechanics.....	2,000,000	6,553,000	800,600	486,000	5,111,300	44,500
Union.....	1,200,000	4,488,600	833,900	81,000	3,615,300	
America.....	3,000,000	5,875,700	1,276,400	336,500	5,810,400	
Phoenix.....	1,000,000	3,181,600	665,000	50,000	2,687,000	537,000
City.....	1,000,000	6,323,600	2,218,500	108,000	6,641,100	
Traders'.....	1,000,000	3,047,500	332,000	79,800	1,884,700	703,600
Fulton.....	600,000	1,690,000	315,800	80,200	1,197,900	
Chemical.....	300,000	12,647,900	3,527,700	320,500	11,287,800	
Merchants' Exch.....	1,000,000	5,478,000	478,300	170,600	2,572,000	657,400
Gallatin Nat'l.....	1,000,000	3,881,600	406,800	102,800	2,188,300	718,800
Butchers & Drov.....	300,000	1,432,400	299,100	45,100	1,284,500	201,700
Mechanics & Tr.....	200,000	980,600	99,000	158,000	2,938,000	180,000
Greenwich.....	300,000	970,900	16,400	181,100	882,100	2,700
Leather Man'frs.....	600,000	2,757,900	444,100	99,200	2,021,000	474,900
Seventh Ward.....	800,000	1,828,300	109,500	52,900	377,800	37,800
State of N. York.....	800,000	3,542,400	551,000	92,000	2,811,400	627,800
American Exch.....	5,000,000	13,020,000	1,939,600	436,000	9,188,000	450,000
Commerce.....	5,000,000	14,772,300	2,789,300	1,002,100	10,308,400	1,410,700
Brooklyn.....	1,000,000	5,384,500	739,900	45,100	4,040,000	
Mercantile.....	1,000,000	3,377,700	458,700	167,400	2,938,000	179,800
Pacific.....	432,700	2,143,400	248,100	211,300	1,981,100	
Republic.....	1,500,000	5,613,100	641,300	122,700	3,137,700	1,135,000
Chatham.....	450,000	3,202,300	726,800	134,100	3,404,900	152,080
Oriental.....	412,500	1,345,000	97,800	72,300	1,188,700	
North America.....	700,000	2,325,000	234,000	142,000	2,283,500	
Hanover.....	1,000,000	7,974,300	1,024,100	421,800	7,993,700	800,000
Irving.....	500,000	2,789,500	441,000	220,800	2,558,100	437,800
Citizens.....	3,000,000	11,253,000	2,403,000	703,000	10,798,000	45,000
Metropolitan.....	600,000	1,702,000	182,900	232,100	1,350,900	286,600
Nassau.....	1,000,000	2,148,900	113,700	194,100	1,905,700	3,900
Market.....	500,000	2,409,800	56,800	448,800	1,672,000	444,600
Eastern.....	500,000	2,098,100	418,000	52,600	1,788,300	456,000
S. Nicholas.....	500,000	3,239,000	602,000	246,000	3,330,000	450,000
Corn & Leather.....	1,000,000	3,859,800	212,100	123,000	2,514,200	4,600
Continental.....	1,000,000	5,455,800	1,308,600	198,000	5,652,900	751,900
Shoe & Leather.....	300,000	1,593,500	31,400	37,000	1,325,600	
Marine.....	400,000	2,887,000	712,000	168,000	3,252,000	180,000
Importers & Tr.....	1,500,000	17,524,400	4,179,600	551,900	18,472,300	1,111,600
Park.....	2,000,000	14,251,600	3,499,100	763,500	16,677,000	533,900
Mech. Bkg. Ass'n.....	500,000	818,300	111,900	387,900	887,200	
North River.....	240,000	877,000	35,300	115,400	889,700	
East River.....	250,000	1,015,700	71,300	74,800	723,300	225,000
Fourth National.....	3,300,000	15,354,100	2,373,300	1,293,300	14,300,000	810,600
Central Nat'l.....	2,000,000	8,079,000	729,500	702,000	7,020,000	1,484,000
Second National.....	300,000	729,000	350,000	383,000	3,038,000	45,000
First National.....	750,000	4,338,700	521,400	344,800	3,920,300	430,000
Third National.....	500,000	1,915,000	3,311,800	352,500	12,943,000	450,000
N. Y. Nat. Exch.....	1,000,000	7,577,000	1,376,200	729,400	7,078,400	800,000
Bowery National.....	300,000	1,352,000	175,000	95,800	1,163,500	270,000
N. York County.....	250,000	1,382,100	30,000	251,000	1,086,500	224,000
German American.....	200,000	1,282,400	44,000	806,800	1,332,600	180,000
Chase National.....	750,000	2,153,100	193,500	90,200	1,847,000	300,000
Fifth Avenue.....	100,000	1,540,700	245,200	147,600	2,276,000	243,900
Total.....	60,475,300	278,886,200	48,983,600	15,432,100	248,896,700	20,612,800

The deviations from returns of previous week are as follows:

Loans and discounts.....	Dec. \$5,364,800	Net deposits.....	Dec. \$4,623,100
Specie.....	Dec. 1,067,300	Circulation.....	Dec. 230,900
Legal tenders.....	Inc. 1,536,100		

## BANKING AND FINANCIAL.

## FISK &amp; HATCH,

NO. 5 NASSAU STREET, NEW YORK.

## FIRST MORTGAGE BONDS

of the

NEW YORK WOODHAVEN & ROCKAWAY RAILROAD COMPANY.

Interest Seven per cent per Annum,

Payable January 1 and July 1, in New York City.

PRINCIPAL DUE IN 1909.

TOTAL AMOUNT OF ISSUE. - - - - \$1,000,000

Price 106 and Accrued Interest.

The natural advantages of Rockaway Beach, with the ocean on one side and Jamaica Bay on the other, enhanced by the extensive improvements now in progress and to be completed in time for the coming season, will render it the most attractive sea-side resort in the world; and when brought within easy reach of New York and Brooklyn by a double-track rapid transit railroad, with first-class appointments, it cannot fail to be thronged with visitors from all parts of the country.

## PURCHASE MONEY FUNDING BONDS

of the

CHESAPEAKE & OHIO RAILWAY COMPANY.

Interest Six per cent per annum, payable January 1 and July 1 in New York City.

PRINCIPAL DUE IN 1898.

TOTAL AMOUNT OF ISSUE, - - - - \$2,350,000

Price 107 and Accrued Interest.

These Bonds are the First Lien on the entire Property and Franchises of the Company. The property, consisting of 423 miles of completed road, represents a capital in Stock and Bonds of over \$50,000,000; and, with the steady growth of the business of the road, and the perfection of its connections and terminal facilities, now in progress, it is rapidly increasing in value.

Both the above issues of Bonds, of which we have but a small amount still unsold, are especially desirable for investment purposes.

FISK & HATCH



# The Bankers' Gazette.

## NATIONAL BANKS ORGANIZED.

No national banks organized during the past week.

### DIVIDENDS.

The following dividends have recently been announced

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Atchafalpa & Santa Fe .....	1½	May 25	May 18 to May 23.
Boston & Albany .....	4	May 15	
Bos. Clint. Fitchburg & N. E., pref.	2½	On dem.	
Cinn. San. & Cleve., pref.	3	May 1	
Concord .....	5	May 1	
East Tenn. Va. & Ga. ....	3	May 1	
Manchester & Lawrence .....	5	May 1	
Nashua & Lowell .....	3	May 1	
N.Y. Prov. & Bos. (Stouling.) quar.	2	May 10	May 2 to May 10.
<b>Banks.</b>			
American Exchange National .....	3½	May 1	April 24 to May 2.
Fulton National .....	3½	May 1	April 18 to May 2.
National Mech. Banking Ass'n .....	2½	May 1	April 24 to April 30.
Union National .....	5	May 1	April 28 to April 30.
<b>Miscellaneous.</b>			
Pullman Palace Car (quar.) .....	2	May 15	

### FRIDAY, APRIL 30, 1880—5 P. M.

**The Money Market and Financial Situation.**—The financial situation remains much the same as last week. The supply of loanable funds is sufficient to meet all current wants, but there has been quite an alarm over the reported withdrawal of several millions of banking capital by the Canadian banks and other foreign bankers, in consequence of the law passed at Albany proposing to tax such capital employed in this State. The bill which has been passed by the Legislature, and is now in the hands of Governor Cornell, is that—

"All persons and associations doing business in the State of New York as merchants, bankers or otherwise, either as principals, agents, managers or partners, whether special or otherwise, and resident of this State, shall be assessed and taxed on all sums used or employed in any manner in said business, whether money or credit, the same as if they were residents of this State; and said tax shall be collected from the property of the firms, persons or associations to which they severally belong."

It is thought, however, that the Governor will veto it, or else that it will be returned by him and modified so as to make it less objectionable.

The general change of commercial prosperity in the country is wonderfully shown in some of the statistical results. The immigrants landed at the port of New York in the month of April have numbered about 50,000, the largest of any month in the history of the port. The Bureau of Statistics at Washington has just issued the figures showing the commerce of the United States for the month of March, and for the nine months ending March 31, 1880. During March the imports of merchandise amounted to \$70,992,000, against \$41,856,000 for the corresponding month of 1879. The exports were also very large, the total of merchandise being \$77,350,000, compared with \$66,154,000 in March, 1879. The imports (not including specie) from July 1, 1879, to March 31, 1880, amount to \$468,200,000, against \$329,400,000 for 1878-79, showing an increase of \$138,800,000. The exports of merchandise for the nine months reach a total value of \$627,300,000, against \$558,600,000 for the corresponding time of the previous year, showing an increase of \$68,700,000. For the nine months, imports, inclusive of specie, were \$557,300,000; exports, including specie, were \$640,900,000; excess of exports over imports, \$83,600,000. The surplus of exports for corresponding months of 1878-9 was \$229,200,000.

The money market has been reasonably easy all the week, and stockbrokers have paid 4@6 per cent for call loans while Government bond dealers have usually paid 3@4 per cent. Prime paper is quoted at 5@6 per cent.

The Bank of England on Thursday showed a decrease of £128,000 in specie for the week, and the reserve was 47 7-16, against 48 9-16 the previous week. The discount rate remains at 3 per cent.

The last statement of the New York City Clearing-House banks, issued April 24, showed an increase of \$1,654,670 in the reserve held, the surplus over the 25 per cent requirement being \$2,191,600 against a surplus of \$536,930 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years.

	1880. April 24.	Differences from previous week.	1879. April 26.	1878. April 27.
Loans and dis.	\$278,886,200	Dec. \$5,364,600	\$231,096,900	\$230,351,500
Specie .....	48,983,600	Dec. 1,067,200	18,228,100	32,585,100
Circulation .....	20,612,800	Dec. 230,200	19,707,600	20,021,900
Net deposits .....	248,896,700	Dec. 4,623,100	204,514,200	200,875,000
Legal tenders .....	15,432,100	Inc. 1,566,100	45,224,500	34,933,800
Legal reserve .....	\$62,224,175	Dec. \$1,155,775	\$50,218,550	\$50,218,750
Reserve held .....	64,415,700	Inc. 498,900	63,452,600	67,518,900
Surplus .....	\$2,191,525	Inc. \$1,654,675	\$12,324,050	\$17,300,150

**United States Bonds.**—Government securities remained very strong, as the supply offering is quite limited. At the Treasury purchase on Wednesday the total bonds offered were \$7,835,400, and Secretary Sherman accepted \$3,000,000, as follows: \$1,148,600 fives of 1881; \$1,593,400 sixes of 1881; and \$258,000 sixes of 1880.

The closing prices at the New York Board have been as follows:

	Interest Periods.	April 24.	April 26.	April 27.	April 28.	April 29.	April 30.
6s, 1880.....	reg. J. & J.	*104½	*104½	*104½	*104½	*104	*104½
6s, 1880.....	coup. J. & J.	*104½	*104½	*104½	*104½	*104	*104½
6s, 1881.....	reg. J. & J.	*106½	*106½	*106½	*106½	*106½	*106½
6s, 1881.....	coup. J. & J.	*106½	*106½	*106½	*106½	*106½	*106½
5s, 1881.....	reg. Q-Feb.	*102½	*102½	*102½	*102½	*102½	*102½
5s, 1881.....	coup. Q-Feb.	*103½	*103½	*104	*104	*104	*104
4½s, 1891.....	reg. Q-Mar.	*108½	*108½	*108½	*108½	*108½	*108½
4½s, 1891.....	coup. Q-Mar.	*108½	*108½	*108½	*108½	*108½	*108½
4s, 1907.....	reg. Q-Jan.	*107	*107½	*107½	*107½	*107½	*107½
4s, 1907.....	coup. Q-Jan.	*107	*107½	*107½	*107½	*107½	*107½
6s, cur'cy, 1895.....	reg. J. & J.	*126	*125	*125	*125	*125	*125
6s, cur'cy, 1896.....	reg. J. & J.	*126	*125	*125	*125	*125	*125
6s, cur'cy, 1897.....	reg. J. & J.	*126	*125	*125	*125	*125	*125
6s, cur'cy, 1898.....	reg. J. & J.	*126	*125	*125	*125	*125	*125
6s, cur'cy, 1899.....	reg. J. & J.	*126	*125	*125	*125	*125	*125

\* This is the price bid; no sale was made at the Board.

The range in prices since January 1, 1880, and the amount of each class of bonds outstanding April 1, 1880, were as follows:

	Range since Jan. 1, 1880.		Amount April 1, 1880.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880.....	102½ Jan. 13	104½ Apr. 23	\$13,865,000	\$3,421,000
6s, 1881.....	104½ Jan. 7	106½ Apr. 27	176,938,550	61,897,900
5s, 1881.....	103 Feb. 2	104½ Apr. 28	290,660,050	208,302,850
4½s, 1891.....	106½ Jan. 2	109½ Feb. 17	170,058,800	79,941,200
4s, 1907.....	103 Jan. 2	107½ Apr. 30	514,793,950	224,223,400
6s, cur'cy.....	125 Apr. 21	126½ Feb. 17	64,623,512	.....

Closing prices of securities in London for three weeks past and the range since January 1, 1880, were as follows:

	Apr. 16.			Range since Jan. 1, 1880.	
	Apr. 16.	Apr. 23.	Apr. 30.	Lowest.	Highest.
U. S. 6s of 1881.....	*104½	*104½	*104½	*104½ Apr. 15	*108½ Jan. 12
U. S. 4½s of 1891.....	*111½	*111½	*109½	*109½ Jan. 1	*111½ Apr. 10
U. S. 4s of 1907.....	*109½	*109½	*109½	*106½ Jan. 2	*109½ Feb. 19

**State and Railroad Bonds.**—Transactions in State bonds have been limited. A victory has been gained in Virginia, where the State Court has sustained the McCulloch funding law. Bids were received by the Treasurer of Kings County for \$266,000 five per cent bonds, payable in 1891. The total amount bid for was \$1,629,000. The \$266,000 was awarded as follows: South Brooklyn Savings Bank, \$216,000 at 105-65@106-55; Geo. K. Sistare's Sons, \$50,000 at 105-57.

Railroad bonds are higher, and Erie second consolidated were particularly strong and active at the close.

Messrs. A. H. Muller & Son sold the following at auction:

Shares.		Shares.	
13 Merchants' Nat. Bank.....	135½	13 Republic Fire Ins.....	75
60 Citizens' Bank.....	105	50 Long Island Fire Ins.....	136
40 Chatham Nat. Bank.....	111	15 N. J. Lighterage Co.....	25
10 Nat. Park Bank.....	125½	10 New York City Ins.....	60
10 Bank of America.....	145½	20 Globe Fire Ins.....	114½
80 Broadway Nat. Bk. 245@245½		25 Broadway Ins.....	211
23 Bank of N. Y. Nat. Bank.....	154½	50 Peter Cooper Fire Ins.....	196
ing Association.....	154½	20 Mech. & Traders' Fire Ins	156
7 Park Fire Ins.....	113	20 Pacific Fire Ins.....	216½
60 Brooklyn Fire Ins.....	181	20 Commercial Fire Ins.....	114½
120 Swiftsure Transp. Co. of Penn.	\$6	15 Manhattan Fire Ins.....	104½
50 St. Croix & Lake Superior RR. Co. of Wisconsin	\$4	5 N. Y. Equitable Ins.....	160
225 St. Croix & Lake Superior Warehouse Co.	\$4	10 N. Y. Equitable Ins.....	164
20 Merch. Nat. Bank.....	136½	20 Manuf. & Builders' Ins.....	140
35 Sterling Fire Ins.....	80	5 Star Fire Ins.....	105
8 N. Y. & Boston Fire Ins.....	65	20 N. Y. Mutual Gaslight Co.	80½
		10 Westchester (now Central) Gaslight Co.....	76

**Railroad and Miscellaneous Stocks.**—The stock market has been irregular this week, and at times feverish in tone. The money market has relaxed, and outside influences are rather in favor of the market; but—either from the sales of those who have been holding for a rise till they have become discouraged, or from the hammering of shorts for the purpose of covering—the fact is indisputable that great weakness has at times been developed. Among the rumors of the week the most important was that William H. Vanderbilt had sold to Jay Gould 100,000 shares of the Western Union Telegraph stock at par. No positive confirmation of this story was obtained, but it was known that some heavy blocks of Western Union stock had been changing hands of late, and Mr. Gould was naturally credited with being the buyer, for the purpose of ultimately bringing his American Union into a consolidation. As a class the coal-road stocks have been the weakest, and the fact seems to be undoubted that the demand for coal is slack, and a nominal advance in prices of anthracite can not make up for a lack of sufficient demand to consume the tonnage produced. Ontario & Western was strong and was purchased heavily; the Gould stocks were barely sustained, and the general list has shown, as a rule, considerably lower prices during the week, closing at a partial recovery, with a strong tone.

The daily highest and lowest prices have been as follows:

[illegible]

\* These are the prices bid and asked: no sale was made at the Board.  
† Ex privilege.

Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 1879 and from Jan. 1, 1880, to date, were as follows:

	Sales of Week, Shares.	Range since Jan. 1, 1890.		Range for Year 1879.	
		Lowest.	Highest.	Low.	Highest.
Canada Southern.....	38,130	57½ Apr. 5	74½ Jan. 14	45¼	78¼
Central of N. J. ....	89,780	74¾ Apr. 28	90¼ Mar. 8	33¼	89½
Chicago & Alton.....	49,950	99½ Jan. 2	116 Mar. 29	75	100¼
Chic. Burl. & Quincy	975	123 Apr. 15	152 Jan. 26	111¼	134
Chic. Mil. & St. P.	89,775	75½ Jan. 5	85¾ Mar. 27	34¾	82¾
Do do pref.	921	100¾ Jan. 2	107½ Mar. 29	74¾	102¾
Chic. & Northw.....	41,478	88½ Feb. 11	97 Mar. 31	49½	94¼
Do do pref.	1,416	104 Feb. 10	110½ Mar. 23	76½	108
Chic. Rock Isl. & C.	149	Jan. 19	194¼ Apr. 14	119	150¼
Col. Chic. & Ind. Cent.	1,596	13¼ Apr. 2	25½ Jan. 14	10	25
Del. & Hudson Cana.	25,205	70½ Feb. 12	86¾ Mar. 30	38	89
Del. Lack. & Western	279,460	83 Jan. 2	94¾ Mar. 22	43	94
Hannibal & St. Jo.....	10,730	31 Apr. 16	42½ Feb. 24	13¼	41
Do do pref.	26,926	64 Jan. 7	76 Feb. 24	34	70¾
Illinois Central.....	2,233	99¼ Jan. 2	110 Mar. 31	79¼	100¾
Lake Erie & Western	2,900	20¼ Jan. 2	38¾ Mar. 4	16	28¼
Lake Shore.....	43,285	98½ Jan. 5	111½ Mar. 6	47	108
Louisville & Nashv.....	3,250	86½ Jan. 8	164¼ Apr. 2	35	82¼
Manhattan.....	10,780	25¾ Apr. 1	57½ Mar. 16	35	59¼
Michigan Central.....	15,600	88½ Feb. 11	95 Mar. 5	73¾	98
Missouri Kan. & Tex.	55,770	32 Jan. 2	49¼ Jan. 27	5¾	35¾
Morris & Essex.....	2,558	101¾ Jan. 6	110½ Feb. 28	75¼	104¼
Nash. Chatt. & St. L.	11,200	68 Apr. 22	128 Mar. 5	35½	83
N. Y. Cent. & Hud. Riv	17,726	129 Jan. 31	137 Mar. 31	112	139
N. Y. Lake E. & West.	183,524	41¼ Apr. 28	48¾ Feb. 2	21¼	49
Do do pref.	27,715	53¼ Apr. 16	73¾ Feb. 2	37¾	78¼
Northern Pacific.....	27,273	43 Apr. 28	63 Jan. 14	11¼	46
Do do pref.	4,961	51¼ Apr. 12	60 Jan. 13	14¼	46
Ohio & Mississippi.....	42,435	28¾ Jan. 5	44½ Mar. 6	7¾	33¾
Pacific Mail.....	164,430	36½ Jan. 5	62 Mar. 10	10¾	39¼
Panama.....		168 Jan. 2	190 Apr. 13	123	182
Phila. & Reading.....	33,350	58¼ Apr. 30	72¾ Jan. 3		
St. L. Iron Mt. & South	60,135	46¾ Apr. 19	66 Feb. 17	13	56
St. L. & San Francisco	2,415	31¼ Apr. 29	48 Feb. 2	3¼	53
Do do pref.	1,450	43 Apr. 28	68¼ Mar. 8	4	60
Do 1st pref.	760	65 Apr. 29	83¼ Jan. 14	9¾	73¼
Union Pacific.....	5,262	84¼ Jan. 6	97¾ Jan. 19	57½	95
Wab. St. L. & Pacific	27,650	36¾ Apr. 13	48 Jan. 27		
Do do pref.	54,600	64 Apr. 13	72½ Jan. 27		
Western Union Tel.....	113,760	99¼ Jan. 3	611½ Feb. 24	88½	116

The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

-Latest earnings reported.-					-Jan. 1 to latest date.	
	1879	1879	1879	1879	1879	1879
Week or Mo.						
Ala. Gt. Southern, March.....	\$17,829	\$33,152	\$15,457	\$100,457	\$100,457	
Albany & Susq., February.....	104,434	82,887	204,396	160,249	160,249	
Atch. Pot. & S. Fe. 3d wk Apr.	195,500	145,800	2,105,000	1,601,585	1,601,585	
At. & Char. A. R. L. February.....	85,899	63,979	168,287	121,688	121,688	
At. & Gt. West., February.....	584,000	294,712	773,486	598,358	598,358	
At. Miss. & Ohio, March.....	179,420	133,092	304,145	243,145	243,145	
Bur. C. Rap. & No. 3d wk Apr.	28,623	23,443	636,834	596,198	596,198	
Burl. & Mo. R. 1st N. January.....	155,330	132,698	155,340	132,698	132,698	
Cairo & St. Louis, 1st wk Apr.	8,384	5,147	87,087	59,324	59,324	
Canada Southern, March.....	409,189	226,378	1,043,671	611,485	611,485	
Ches. & Del., February.....	4,213	3,375	92,246	83,299	83,299	
Central Pacific, March.....	1,230,000	1,230,772	3,008,761	3,008,761	3,008,761	

	Week or Mo.	1880.	1879.	1880.	1879.
Ches. & Ohio.....		\$230,749	\$132,172	\$623,765	\$332,916
Chicago & Alton.....	3d wk Apr.	124,748	90,935	2,025,093	1,235,825
Chic. Burl. & Q.....	February	1,180,853	982,377	2,331,091	2,087,457
Chic. Cl. Dub. & M.....	2d wk Apr.	10,393	9,329	183,270	138,568
Chic. & East. Ill.....	3d wk Apr.	21,934	15,707	306,254	241,579
Chic. Mil. & St. P.....	3d wk Apr.	194,000	162,648	3,000,000	2,175,585
Chic. & Northw.....	March.....	1,395,000	1,107,042	3,681,351	3,004,995
Chic. St. P. & Min.....	3d wk Apr.	27,889	20,107	331,750	289,382
Chic. & W. Mich.....	2d wk Apr.	16,658	12,090	225,086	171,876
Cin. Sand. & Erie.....	March.....	54,634	47,356		
Cin. & Ind.....	February	14,823	14,425	225,842	172,000
Clev. Col. Cin. & I.....	3d wk Apr.	65,276	52,296	1,123,530	869,798
Clev. Mt. V. & Del.....	1st wk Apr.	7,717	7,203	111,848	87,798
Del. & H. Can. P. Div.....	Feb.....	84,484	95,849	196,647	183,912
Denv. S. P. & Pac. March.....		195,704	41,366	473,434	91,865
Det. Lans. & No.....	3d wk Apr.	24,629	21,452	337,935	257,938
Dubuque & S. City.....	2d wk Apr.	18,351	17,345	259,062	227,578
Eastern.....	March.....	238,950	188,243	618,609	504,853
Flint & Pere Mar.....	3d wk Apr.	30,697	25,266	468,405	322,993
Gal. Har. & San A.....	January.....	103,139	114,930	103,139	114,930
Grand Trunk.....	Wk. end. Ap. 17	196,418	171,024	2,893,647	2,515,870
I. & W. Western.....	Wk. end. Ap. 16	99,660	81,949	1,378,644	1,236,265
Hannibal & St. Jo.....	3d wk Apr.	49,384	38,460	689,220	601,367
Houst. & Texas C.....	March.....	237,745	212,946	829,577	715,007
Illinois Cen. (Ill.).....	March.....	475,324	400,159	1,355,233	1,244,618
Do (Iowa).....	March.....	144,671	132,001	384,230	334,655
Ind. & B. & W.....	3d wk Apr.	24,032	22,434	356,303	312,824
Iowa & St. North.....	3d wk Apr.	26,375	19,507	445,587	497,599
Iowa Central.....	January.....	73,554	59,600	225,000	157,066
K. C. Ft. S. & Gulf.....	2d wk Apr.	19,194	12,258	321,857	204,082
Kans. C. Law. & So.....	2d wk Apr.	15,494	6,813		
K. C. St. J. & C.....	4th wk Mar.	45,368	34,832	399,559	379,559
Little Rk. & Ft. S.....	2 wks Apr.	12,879	8,972	133,165	80,933
Louisv. & Nashv.....	3d wk Apr.	126,900	78,732	2,174,310	1,532,216
Louisv. N. Alb. & C.....	March.....	70,436	49,224	179,392	129,968
Maine Central.....	March.....	141,500	127,080	368,562	332,792
Minn. & St. Louis.....	2d wk Apr.	8,028	6,931	155,748	105,689
Mo. Kan. & Texas.....	3d wk Apr.	77,984	44,417	1,295,584	748,006
Mobile & Gulf.....	January.....	73,554	73,554	73,554	80,869
Mobile & Ohio.....	3d wk Apr.	30,352	28,051	722,661	614,193
Nashv. Ch. & St. L.....	February.....	191,154	158,034	396,783	315,313
N. Y. & Canada.....	February.....	48,855	27,519	98,665	53,106
N. Y. Cent. & Hud.....	March.....	2,854,835	2,474,392	7,765,679	6,709,508
N. Y. L. Erie & W.....	February.....	1,252,218	1,207,391	5,548,599	2,354,584
N. Y. & N. Eng.....	March.....	181,751	151,737	495,890	398,625
North Wisconsin.....	3d wk Apr.	1,929	1,126	61,812	26,594
Northern Central.....	March.....	415,325	331,166	1,080,679	872,776
Northern Ind.....	January.....	119,238	108,579	257,835	190,647
Ogd. & Cham.....	3d wk Apr.	7,333	7,765		
Pad. & Elizabeth.....	1st wk Apr.	7,009	4,783	99,272	74,083
Penn. & Memphis.....	1st wk Apr.	3,703	2,410	57,741	43,531
Pennsylvania.....	March.....	3,278,186	2,603,068	9,306,313	7,684,313
Peoria Dec. & Ev.....	4th wk Mar.	9,580	4,784		

Philadel. & Erie. March.....	327,678	212,775	797,357	662,523
Phila. & Reading. March.....	1,457,322	1,041,142	8,836,720	2,876,222
Ports. Gt. F. & Con. March.....	17,882	9,169	.....	.....
Rensselaer & Sar. February ..	111,912	86,406	226,363	165,955
St. L. Alt. & T. H. 3d wk Apr.	22,898	14,839	379,885	242,125
Do (brehs) 3d wk Apr.	10,840	10, 19	193,740	168,914

St. L. and San Fran. & S. 3d wk Apr.	109,330	85,039	1,923,465	1,281,747
St. L. & S. M. & N. 3d wk Apr.	39,576	77,077	1,000,000	1,000,000
St. Paul & Northern Pac. 3d wk Apr.	37,896	27,808	1,093,001	73,886
St. P. Minn. & Man. 2d wk Apr.	163,555	74,945	745,236	
St. Paul & S. City 3d wk Apr.	27,991	21,343	383,209	289,284
Scioto Valley 3d wk Apr.	4,440	5,115	84,186	81,185
Southern Minn. 3d wk Apr.	50,128	37,151	50,128	37,151
To. Peoria & War. 3d wk Apr.	121,603	38,996	396,000	350,000
Union Pacific 3d wk Apr.	221,137	143,777	4,013,989	3,026,000
Wab. St. & Pac. 3d wk Apr.	224,137	143,777	3,210,223	2,267,133
Wisconsin Cent. 1st wk Apr.	22,044	15,338		
Wisconsin Valley 3d wk Apr.	6,800	3,310	99,208	44,293

**Exchange.**—The market for foreign exchange is rather easier and bankers' quotations are a fraction off. On actual business the rates are 4 84¼@4 55½ for 60 days' sterling and 4 87¼@4 88¼ for demand.

The following are the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah—buying 3-16, selling 5-16 premium; Charleston, steady—buying  $\frac{1}{8}$ @ 3-16, selling  $\frac{1}{4}$  premium; New Orleans commercial 50c. discount@par, bank 250 premium; and Boston, 25c. discount.

APRIL 30.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85 @ 4 86	4 88 @ 4 89
Good bankers' and prime commercial.	4 84 1/2 @ 4 85	4 87 1/2 @ 4 88

Good bankers in public commercial .....	4 84 $\frac{1}{2}$ @ 4 84 $\frac{1}{2}$	4 87 $\frac{1}{2}$ @ 4 87 $\frac{1}{2}$
Good commercial .....	4 84 $\frac{1}{2}$ @ 4 84 $\frac{1}{2}$	4 87 $\frac{1}{2}$ @ 4 87 $\frac{1}{2}$
Documentary commercial .....	4 83 $\frac{1}{2}$ @ 4 84	4 86 $\frac{1}{2}$ @ 4 87
Paris (frances) .....	5 21 $\frac{1}{4}$ @ 5 19 $\frac{3}{4}$	5 18 $\frac{3}{4}$ @ 5 16 $\frac{3}{4}$
Antwerp (frances) .....	5 21 $\frac{7}{8}$ @ 5 20	5 19 $\frac{3}{4}$ @ 5 17 $\frac{1}{2}$
Swiss (frances) .....	5 21 $\frac{1}{4}$ @ 5 19 $\frac{3}{4}$	5 18 $\frac{3}{4}$ @ 5 16 $\frac{3}{4}$
Amsterdam (guilders) .....	40 @ 40 $\frac{1}{4}$	40 $\frac{1}{4}$ @ 40 $\frac{1}{4}$

Hamburg (reichmarks).....	94 <sup>5</sup> / <sub>8</sub> @ 95	95 <sup>1</sup> / <sub>4</sub> @ 95 <sup>5</sup> / <sub>8</sub>
Frankfort (reichmarks).....	94 <sup>5</sup> / <sub>8</sub> @ 95	95 <sup>1</sup> / <sub>4</sub> @ 95 <sup>5</sup> / <sub>8</sub>
Bremen (reichmarks).....	94 <sup>5</sup> / <sub>8</sub> @ 95	95 <sup>1</sup> / <sub>4</sub> @ 95 <sup>5</sup> / <sub>8</sub>
Berlin (reichmarks)....	94 <sup>5</sup> / <sub>8</sub> @ 95	95 <sup>1</sup> / <sub>4</sub> @ 95 <sup>5</sup> / <sub>8</sub>

The following are quotations in gold for various coins :

Sovereigns.....	\$4 83	@ \$4 86	Silver 1 <sup>4</sup> s and 1 <sup>2</sup> s. —	90 <sup>3</sup> / <sub>4</sub> @ par.
Napoleons.....	3 83	@ 3 86	Five francs.....	— 92 @ — 95
X X Reichmarks. 4	73	@ 4 77	Mexican dollars. —	— 91 @ — 92
X Guilders.....	3 90	@ 3 95	Do uncommere'l. —	— 87 @ — 88
Span'n Doubloons. 15	70	@ 16 00	English silver ....	4 80 @ 4 85
Mex. Doubloons. 15	55	@ 15 65	Prus. silv. thalers. —	— 68 @ — 70

Pine silver bars . . . 1 14 @ 1 14½	Trade dollars . . . . — 99¼ @ — 99¼
Pine gold bars . . . par @ ¼ prem.	New silver dollars — 99¼ @ par.
Dimes & ½ dimes. — 99¾ @ par.	

**New York City Banks will be found on page 454.**

**Boston Banks.**—The following are the totals of the Boston

banks for a series of weeks past :							
	Loans.	Specie.	L. Tenders.	Deposits*	Circulation.	Agg. Clear	
1880.			\$	\$		\$	\$
Mar. 2.	139,927,300	4,393,600	3,511,300	52,793,300	31,062,000	56,596,130	
" 9.	139,679,400	5,224,000	3,527,600	53,217,400	30,875,200	68,452,060	
" 15.	141,040,200	5,321,500	3,335,700	53,038,800	31,019,400	63,289,010	

" 22..	140,975.00	4,545.100	3,010.600	51,871.360	31,092.500	63,998.910
" 29..	140,412.000	4,930.100	2,087.200	50,373.800	31,048.400	58,809.040
April 5..	139,462.200	4,805.100	2,635.400	50,827.900	31,145.200	60,827.770
" 12..	131,541.000	5,331.300	2,349.200	51,687.600	31,204.200	50,610.700
" 19..	137,758.400	5,994.900	2,067.300	52,671.100	31,221.900	68,605.910
" 26..	137,923.400	6,738.800	2,065.000	53,653.400	31,223.900	62,108.720

—Cattle—then Government and banks, less Caring House checks



GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				STATE SECURITIES.				CITY SECURITIES.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
UNITED STATES BONDS.											
6s, 1880.....	reg. J&J	104		Virginia—6s, old, 1886-95.....	J & J	22		Elizabeth, N. J.—7s, short.....	47½	52	
6s, 1880.....	coup. J&J	104		6s, new bonds, 1886-1895.....	J & J	22		7s, funded, 1880-1905.....	Var	47	50
6s, 1881.....	reg. J&J	106½		6s, consol., 1905.....	J & J	78		7s, consol., 1885-98.....	A & O	46	50
6s, 1881.....	coup. J&J	106½		6s, do ex-coup., 1905.....	J & J	53½	54½	7s, 1905.....		46	
5s, funded, 1881.....	reg. Q-F	102½	102½	6s, consol., 2d series.....	J & J	22		Fall River, Mass.—6s, 1904.....	F&A	109	111
5s, funded, 1881.....	coup. Q-F	104	104½	6s, deferred bonds.....		5½	7	5s, 1894, gold.....	F&A	103	105
4½s, 1891.....	reg. Q-M	108½	109	10-40s, new.....		38	41	Fitchburg, Mass.—6s, '91, W.L. J&J	J&J	111	112
4½s, 1891.....	coup. Q-M	108½	109	Tax-receivable coupons.....		84	88	Fredericksburg, Va.—7s.....	M&N	105	107
4s, 1907.....	reg. Q-J	107½	107½	CITY SECURITIES.				Galveston, Tex.—10s, '80-'95.....	Var	105	
4s, 1907.....	coup. Q-J	107½	107½	Albany, N. Y.—6s, long.....	Various	105		Galvest'n County 10s, 1901.....	J & J	102	105
6s, Currency, 1895.....	reg. J&J	125		7s long.....		112		Harrisburg, Pa.—Water loan.....		101	109
6s, Currency, 1896.....	reg. J&J	125		Allegheny, Pa.—4s.....	J&J			Hartford, Ct.—City 6s, var. dates.....		117	118
6s, Currency, 1897.....	reg. J&J	125	127	6s, 1876-90.....	J&J			Capitol, untax., 6s.....		117	
6s, Currency, 1898.....	reg. J&J	126		Wharf 7s, 1880.....	J&J			Hartford Town 4½s, untax.....		105	105½
6s, Currency, 1899.....	reg. J&J	126		Allegheny Co., 5s.....	J&J			Haverhill, Mass.—6s, '85-89.....	A&O	107	108
FOREIGN GOV. SECURITIES.				Atlanta, Ga.—7s.....		105	108	Houston, Tex.—10s.....		18	25
Quebec—5s, 1908.....	M&N	101	105	Do, 8s.....		110	113	6s, funded.....		20	30
STATE SECURITIES.				Waterworks.....		99	105	Indianapolis, Ind.—7-30s, '93-99.....	J&J	107	111
Alabama—Class "A," 2 to 5, 1906.....		58	59	Augusta, Me.—6s, 1887, mun. F&A		104	104½	Jersey City—6s, water, long, 1895.....		101	102
do small.....		60		Augusta, Ga.—7s.....	Various	105	110	7s, do 1899-1902.....	J & J	107	108
Class "B," 5s, 1906.....		75	85	Austin, Texas—10s.....		100	103	7s, improvement, 1891-94.....	J & J	105	106
Class "C," 2 to 5, 1906.....		62½		Baltimore.....				7s, Bergen, long.....	J & J	100	101
Arkansas—6s, funded, 1899.....	J & J	12½		Baltimore—				Hudson County, 6s.....	A&O	102	103
7s, L. R. & Ft. S. issue, 1900.....	A & O	3		6s, City Hall, 1884.....	Q-J	105½	108	do 7s, M&S and J&D		106	107
7s, Memphis & L. R., 1899.....	A & O	3		6s, Pitts. & Con'v. RR, 1886.....	J&J	108	110	Bayonne City, 7s, long.....	J&J	99	100
7s, L. R. P. B. & N. O., 1900.....	A & O	3		6s, consol., 1890.....	Q-J	113	113½	Lawrence, Mass.—6s, 1894.....	A & O	113	114
7s, Miss. O. & R. Riv., 1900.....	A & O	3		6s, Balt. & O. loan, 1890.....	Q-J	113	113½	Long Island City, N. Y.....		94	100
7s, Ark. Central RR., 1900.....	A & O	3		6s, Park, 1890.....	Q-M	112	114	Louisville, Ky.—7s, long dates.....	Var	107	113
7s, Levee of 1871, 1900.....	J & J	3	6	6s, bounty, 1893.....	M & S	116	121	7s, short dates.....	Var	104	109
California—6s, 1874.....				6s, do ex-coup., 1893.....	M & S	125		6s, long.....	Var	104½	105
Connecticut—5s.....		105	108	5s, funding, 1894.....	M&N	110	111	6s, short.....	Var	103½	104
6s, 1883-4-5.....		106		6s, 1900.....	J&J	117	121	Lowell, Mass.—6s, 1890, W. L. M&N	J&J	113	114
Delaware—6s.....	J&J			6s, West. Md. RR., 1902.....	J&J	119	121	Lynchburg, Va.—6s.....	J & J	103	
Florida—Consol. gold 6s.....	J & J	83	95	5s, consol., 1885.....	Q-J	100	108	8s.....	J & J	117	
Georgia—6s, 1879-90-86.....	F & A	99		6s, Valley RR., 1886.....	A & O	110	112	Lynn, Mass.—6s, 1887.....	F&A	106½	108
7s, new bonds, 1886.....	J & J	109		5s, new 1916.....	M&N	112½	124	Water loan, 1894-96.....	J&J	113	114
7s, endorsed, 1886.....		109		Bangor, Me.—6s, RR., 1890-94.....	Var	103	104	5s, 1882.....	M&N	100½	101
7s, gold bonds, 1890.....	Q-J	109	111	6s, water, 1905.....	J&J	110	111	Manassas, Va.—7s.....		80	90
8s, '76, '86.....	A & O	110		6s, E. & N. A. Railroad, 1894.....	J&J	104	105	Manchester, N. H.—5s, 1883-85.....	J&J	101	102
Illinois—6s, coupon, 1879.....	J & J	100		6s, B. & Piscataquis RR., '99.....	A & O	104	105	6s, 1894.....	J&J	110	110½
War loan, 1880.....	J & J	100		Bath, Me.—6s, railroad aid.....	Var	100	101	Memphis, Tenn.—6s, C.....	J&J	25	25
Kansas—7s, '76 to '99.....	J&J			5s, 1897, municipal.....		100	102	6s, A & B.....	J&J	25	25
Kentucky—6s.....		100		Belfast, Me.—6s, railroad aid, '98.....	102½	103		6s, gold, fund., 1900.....	M & N	25	25
Louisiana—New con. 7s, 1914.....	J&J	49		Boston, Mass.—6s, eur. long, 1905.....	116	117		6s, end, M. & C. RR.....	J&J	25	25
7s, small bonds.....		45		5s, gold, 1905.....	Var	110½	110½	6s, consols.....	J&J	45	45
Maine—Bounty, 6s, 1880.....	F&A	100	100½	4s, currency, 1899.....	J&J	107	109	Milwaukee, Wis.—5s, 1891.....	J & J	108	114
War debts assumed, 6s, '89.....	A & O	113½	114	Sterling, 5s, gold, 1893.....	A & O	107	109	5s, 1896-1901.....	Var	108	100
War loan, 6s, 1883.....	M&S	105½	105½	do 5s, gold, 1899.....	J&J	104	106	7s, water, 1902.....	J&J	113	118
Maryland—6s, defense, 1883.....	J&J	108	110	do 5s, gold, 1902.....	A & O	108	110	Mobile, Ala.—8s.....	J&J	20	20
6s, exempt, 1887.....	J&J	111	114	Brooklyn, N. Y.—7s, '79-80.....	J & J	101	104	do.....	J&J	20	20
6s, Hospital, 1882-87.....	J&J	110	114	7s, 1881-95.....	J & J	104	115	6s, funded.....	M & N	35	40
6s, 1890.....	Q-J	107	110	7s, Park, 1915-18.....	J & J	125	128	Montgomery, Ala.—New 3s J & J		50	50
6s, 1880-90.....	Q-J	100	107	7s, Water, 1903.....	J & J	124		5s, new.....		97	100
Massachusetts—5s, 1880, gold.....	J&J	100	100½	7s, Bridge, 1915.....	J & J	124	128	Nashville, Tenn.—6s, old.....		90	100
5s, gold, 1883.....	J&J	103	103½	6s, Water, 1899-1909.....	J & J	111	115	do.....		97	102
5s, gold, 1894.....	Var	109½	110	6s, Park, 1900-1924.....	J & J	115	118	Newark—6s, long.....	Var	105	105
5s, g., sterling, 1891.....	J&J	106	108	Kings Co. 7s, 1882-89.....	M & N	106	114	7s, long.....	Var	111	114
do do 1894.....	M&N	108	110	do 6s, 1880-86.....	M & N	101½	110	7s, water, long.....	Var	114	118
do do 1888.....	A & O	102	104	Buffalo, N. Y.—7s, 1880-95.....	Var	104	114	New Bedford, Mass.—6s, 1893.....	A & O	113½	114½
Michigan—6s, 1883.....	J & J	103		7s, water, long.....	Var	113½	117	5s, 1900, Water Loan.....	A & O	106½	107½
7s, 1890.....	M & N	113		6s, Park, 1926.....	M&S	107½	111	N. Brunswick, N. J.—7s.....		100	105
Minnesota—7s, RR. repudiated.....		40		Cambridge, Mass.—5s, 1889.....	A & O	105	106	do.....		92	97½
Missouri—6s, 1886.....	J & J	107½		6s, 1841-96, water loan.....	J&J	113	114	Newburyport, Mass.—6s, 1890.....	J&J	110½	111½
Funding bonds, 1894-95.....	J & J	111		6s, 1904, city bonds.....	J&J	115	116	N. Haven, Ct.—Town, 6s, Air Line.....		109	112
Long bonds, '89-90.....	J & J	107		Camden Co., N. J.—6s, coup.....	J&J			Town, 6s, war loan.....		106	108
Asylum or University, 1892.....	J & J	107		Camden City, N. J.—6s, coup.....	J&J			do 6s, Town Hall.....		100	103
Hannibal & St. Jo., 1886.....	J & J	103		7s, reg. and coup.....	J&J			City, 7s, sewerage.....		115	117
do do 1887.....	J & J	106		Charleston, S.C.—6s, st'k, '76-98.....	Q-J	67	70	do 6s.....		100	103
N. Hampshire—6s, 1892-1894.....	J&J	113½	114	7s, fire loan bonds, 1890.....	J & J			do 5s, 1897.....		104	106
War loan, 6s, 1901-1905.....	J & J	117	117½	7s, non-tax bonds.....		110		New Orleans, La.—Premium bonds.....		27	30
War loan, 6s, 1884.....	M&S	105½	106½	4s, non-taxable.....		67	69	Consolidated 6s, 1892.....		35	37
New Jersey—6s, 1897-1902.....	J&J	115		Chesla, Mass.—6s, '97, water.....	F&A	112½	113	Railroad issues, 6s, '75 & '94.....	J & J	108	109
6s, exempt, 1896.....	J&J	118		Cincinnati, O.—6s, '97, water.....	J&J	107½	108	Wharf impr., 7-30s, 1890.....	J & D	101	102
New York—6s, gold, reg., '87.....	J&J	107		7s, sewerage, 1892-95.....	J&J	114½	115	N.Y. City—6s, water stock, '80.....	Q-F	101	102
6s, gold, coupon, 1887.....	J & J	107		7s, water, 1890-95.....	J&J	115½	116	6s, do 1879.....	Q-F	100½	101
6s, gold, 1883.....	J & J	106		7s, river impr., 1890-95.....	J&J	114½	115	5s, do 1890.....	Q-F	108	109
6s, gold, 1891.....	J & J	117		7s, 1890-95.....	J&J	114½	115	6s, do 1883-90.....	Q-F	104	110
6s, gold, 1892.....	A & O	117		Cook Co. 7s, 1892.....	M&N	114½	115	6s, aqueduct stock, '84-1911.....	Q-F	106	120
6s, gold, 1893.....	A & O	119		Lake View Water Loan 7s.....		106½	109	7s, pipes and mains, 1900.....	M & N	125	126
North Carolina.....				Lincoln Park 7s.....		106½	107	6s, reservoir bonds, 1907.....	Q-F	118	120
6s, old, 1886-98.....	J&J	29	29½	South Park 7s.....	J & J	106½	107	6s, Cent. Park bonds, 1893.....	Q-F	106	108
6s, old.....	A & O	29	29½	West Park 7s, 1890.....		106½	107	6s, do 1895.....	Q-F	117	118
6s, N. C. RR., 1883-5.....	J & J	110		Cincinnati, O.—6s, long.....	Var	106	107	7s, dock bonds, 1901.....	M & N	125	126
6s, do.....	A & O	110		6s, short.....	Var	101		6s, do 1905.....	M & N	118	120
6s, do coup. off.....	J & J	90		7-30s.....	Var	120		7s, market stock, 1894-97.....	M & N	125	126
6s, do coup. off.....	A & O	90		7s.....	Var	110		6s, improv'm't stock, 1889.....	M & N	107	108
6s, Funding act of 1866, 1900.....	J & J	10	11½	Southern RR. 7-30s, 1902.....	J&J	119	119½	7s, do 1879-90.....	M & N	114	114
6s, do 1868, 1898.....	A & O	10		do 7-30s, new.....		116	117	6s, gold, cons. bonds, 1901.....	M&N	118	120
6s, new bonds, 1892-8.....	J&J	17	18½	do 6s, g., 1906.....	M&N	107	107½	6s, street impr. stock, 1888.....	M & N	102½	105
6s, do.....	A & O	17	18½	Hamilton Co., O., 7s, short.....		103		7s, do do 79-82.....	M & N	104	107
6s, Chatham RR.....	A & O	2½		do 7s, long.....		112	</				

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CITY SECURITIES.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Providence, R.I.—5s, g., 1900-5 J&J	107½	108	Buff. N.Y. & Phil.—1st, 6s, g., '96 J&J	96	Chic. R.I. & Pac.—6s, 1917, coup. J&J	117½	117½				
6s, gold, 1900, water loan. J & J	116½	118	2d mortgage, 7s, g.	91½	6s, 1917, reg. J&J	116½	116½				
6s, 1885. M & S	107½	108	Bur. C. R. & N.—1st, 5s, new, '06 J&D	91½	Chic. S.W.—1st, 7s, guar., '90 M&N	107½	110				
Richmond, Va.—6s. J & J	107½	108	Bur. & Southw.—1st M., 8s, '95 M&N	36	Chic. St.L. & N.O.—1st, con. 1914, 7s	117½	112½				
8s. J & J	121½	121½	Cairo & Vinc.—1st, 7s, g., 1901 A&O	71	2d mort. 6s, 1907. J&N	71	79				
Rochester, N.Y.—7s, 76-1902. Var.	110	118	Calif. Pac.—1st M., 7s, g., '89 J&J	105	Ten. lien, 7s, 1897. M&N	102	105				
7s, water, 1903. J & J	114	118	2d M., 6s, g., end C. Pac., '89 J&J	98	Miss. Cen., 1st M., 7s, 74-84 M&N	102	105				
Rockland, Me.—6s, '89-99, R.R. F&A	110	118	3d M. (guar. C. P.), 6s, 1905 J&J	99	do 2d mort., 8s. A&O	106	109				
St. Joseph, Mo.—7s. Var.	55	55	do do 3s, 1905 J&J	55	N.O. Jack. & Gt. N., 1st, 8s, '86 J&J	111	113				
Bridge 10s, 1891. J & J	68	68	Camden & Atl.—1st, 7s, g., '93 J&J	109	do 2d M., 8s, '90, cts. A&O	108	112				
St. Louis, Mo.—6s cur., long bds. Var.	105½	107	Cam. & Bur. Co.—1st M., 6s, '97 F&A	90½	do 2d mort. debt. A&O	108	112				
6s, short. Var.	106½	108	Canada So.—1st M., guar., 1909 J&J	101	Ch. St. P. & M'polis, 1st, 6s, '78 M&N	105	107				
Water 6s, gold, 1887-90. J & D	106½	108	Carolina Cent.—1st, 6s, g., 1923 J&J	43	Land M., inc., 6s, 1898. M&N	101	103				
do do (new), 1892 A&O	108	108	Catawissa—1st mort., 7s, 1892 F&A	104	Ch. Ham. & D.—1st, 7s, '80 M&N	101	105				
Bridge approach, 6s. Var.	108	108	New mort., 7s, 1900. F&A	113	Cin. mort., 7s, 1885. J&J	102	102				
Renewal, gold, 6s. Var.	108	108	Cedar F. & Min.—1st, 7s, 1907 J&J	105½	Cin. mort., 7s, 1905. A&O	106½	108				
Sewer, 6s, gold, 1891-93. Var.	107½	108	Cedar R. & Mo.—1st, 7s, '91. F&A	111½	do 6s, 1905. A&O	103	104				
St. L. Co.—Park, 6s, g., 1905 A&O	109	109	1st mort., 7s, 1916. M&N	111½	Cin. H. & I., 1st M., 7s, 1903 J&J	99	100				
Currency, 7s, 1887-88. Var.	109	109	Cent. of Ga.—1st cons., 7s, '93 J&J	110	Cin. I. St. L. & Chic.—1st, new	106	106				
St. Paul, Minn.—6s, '88-90. J & D	100	105	Macon & Aug., 2d, end, 7s, '79 J&J	100	Cin. & Indiana, 1st M., 7s, '92 J&D	101	102				
7s, 1890. M & N	108	111	Cent. Iowa—1st M., 7s, g. J&J	97½	do 2d M., 7s, '82-97 J&J	101	102				
8s, 1899-96. Var.	110	110	New 1st mort., 6s. J&J	93	Indianapolis C. & L., 7s, '97. J&J	101	102				
Balem, Mass.—6s, long, W. L. J&J	106½	107	2d mort., 7s, g. J&J	93	Ind. & Pa. C. & L., 1st, 7s, '88 A&O	101	102				
5s, 1904, W. L. J&J	106½	107	2d mort., 7s, g. J&J	93	Cin. La. & Ch.—1st, 7s, '91 M&N	99	103				
B. Francisco—7s, g., City & Co. Var.	108	108	2d mort., 7s, g. J&J	93	Cin. Rich. & Chic.—1st, 7s, '95 J&J	100	102				
6s. Var.	108	108	Central of N. J.—1st M., 7s, '90 F&A	117	Cin. Rich. & F. W.—1st, 7s, g. J&D	85	90				
Savannah funded 5s, consols.	79	82	7s, conv. 1902, assented. M&N	107½	Cin. Sand'y & Cl.—6s, 1900. F&A	98	100				
Somerville, Mass.—5s, 1895. A&O	103	105	Consol. M., 7s, 1899, assented. Q-J	104½	7s, 1887 extended. M&S	99	100				
6s, 1885. J&J	107	108	Adjustment bonds, 1903. M&N	108½	Cin. mort., 7s, 1890. J&D	90	92				
6s, 1884. A&O	108	109	Income bonds, 1908. M&N	76½	Cin. & Sp.—7s, C.C. & I., 1901 A&O	107	107				
Springfield, Mass.—6s, 1905. A&O	113½	114	Small bonds, 1908. M&N	77	Cin. & Toled.—1st mort. bonds. M&N	101	102				
7s, 1903, W. L. J&J	113	114	Am. Dock & Imp. Co., 7s, '86 J&J	108	Clev. Col. C. & I.—1st, 7s, '99 M&N	120	107½				
Toledo, O.—730s, R.R., 1900 M & N	111	121	do do assented. M&N	108	Consol. mort., 7s, 1914. J&J	115	115				
8s. Var.	105	110½	Leh. & Wilkesbarre Coal, 8s, M&N	74	Bellef. & Ind. M., 7s, 1899. J&J	101	102				
8s, water, 1893 & '94. Var.	113	113	Small bonds, 1888. M&N	98½	Clev. & M. Val.—1st, 7s, g., '93 F&A	101	102				
Washington, D.C.—See Dist. of Col.	113½	114	Consol., 7s, gold, 1900. Q-M	98½	S. F. 2d mort., 7s, 1876. M&S	71	71				
Wilmington, N.C.—6s, gold, cou. on	106½	107	do do assented. M&N	99	Clev. M. V. & Del.—1st, 7s, gold J&J	101	102				
7s, gold, cou. on. Var.	113½	114	Cent. Ohio—1st M., 6s, 1890. M&S	108	Columbus ext. M., 6s, 1901. J&J	111	111				
Worcester, Mass.—6s, 1892. A&O	106½	107	State Aid, 7s, g., 1894. M&N	105½	Clev. & Pitts.—4th M., 6s, 1892 J&J	111	111				
5s, 1905. A&O	106½	107	S. Joaquin, 1st, 6s, g., 1900 A&O	104	Cin. S. F., 7s, 1900. M&N	80½	83				
Yenkers, N.Y.—Water, 1903. J&J	113½	114	Cal. & Oregon, 1st, 6s, g., '88 J&J	104	C. C. & I. C.—1st cons. m., 7s A&O	80½	83				
			Cal. & Or. C.P. bonds, 6s, g., '92 J&J	106	2d mort., 7s, 1909. F&A	80½	82½				
RAILROAD BONDS.											
Ala. Cent.—1st M., 8s, g., 1901. J&J	85	90	Land grant M., 6s, g., 1890. A&O	104	Trust Co. cert., 1st, cons. assd.	81	82½				
Ala. Gt. Southern—1st mort., 1908	95	99	West. Pacif., 1st, 6s, g., '99 J&J	109	do do supplementary..	80½	81½				
Ala. & Chatt., 7s, receivers' cts.	90	100	Charl'te Col. & A.—Cons., 7s, '95 J&J	105	do 2d do	35	36				
Alb'y & Susq.—1st M., 7s, '88. J&J	116	116	2d mort., 7s, 1910. J&J	95	Chic. & Gt. East., 1st, 7s, '93-95.	113	113				
2d mortgage, 7s, 1885. A&O	108	108	Cheraw & Darl.—1st M., 8s, '88 A&O	96	Col. & Ind. C., 1st M., 7s, 1904 J&J	100	100				
3d mortgage, 7s, 1881. M&N	104	104	Ches. & Ohio—Fur. money rd., 1894	106	do 2d mort., 7s, 1904 M&N	100	100				
Consol. mort., 7s, 1902. A&O	109	109	Series A.	92	Un. & Logansp., 1st, 7s, 1905 A&O	102	105				
Allegh. Val.—Gen. M., 73-10s. J&J	116½	118½	6s, gold, series B, int. def. 1908.	67½	T. Logansp. & B., 7s, 1884. F&A	103	105				
East. exten. M., 7s, 1910. A&O	103	103	6s, gold, small bonds, 1908.	65	Cin. & Chic. A. L., 1886-90.	107	112				
Income, 7s, end., 1894. A&O	30	38	6s, currency, int. deferred, 1918.	41	Col. & Hock V.—1st M., 7s, '97 A&O	107	112				
Atch'n & Neb.—1st, 7s, 1907. M&S	113	116	6s, currency, small bonds, 1918.	39	1st M., 7s, 1880. J&J	100	100				
Atch. & Pk P.—1st, 6s, g. ex cou. '95 M&N	100	105	Val. Cent., 3d M., 6s, 1884. J&J	102	2d M., 7s, 1892. J&J	102	102				
Atch. Top. & S.F.—1st, 7s, g., '99 J&J	116	117	Cheshire—6s, 1896-1898. J&J	104½	Col. Springt. & C.—1st, 7s, 1901 M&S	101	106				
Land grant, 7s, g., 1902. M&N	116	117	6s, 1880. J&J	100	Col. & Xenia—1st M., 7s, 1890 M&S	107	107				
2d mort., 7s, g., 1903, conv. A&O	116	119	Chester Val.—1st M., 7s, 1872 M&N	100	Conn. & Passump.—M., 7s, '93 A&O	110½	110½				
Land income, 6s. J&J	107½	108	Chic. & Alton—1st M., 7s, '93. J&J	118	Massawippi, g., 6s, gold, '89 J&J	99½	100				
Guaranteed 7s, 1909. J&J & A&O	109	109½	Sterling mort., 6s, g., 1903. J&J	115	Conn. Val.—1st M., 7s, 1901. J&J	65	67				
Florence & El Dor., 1st, 7s, A&O	100½	101	Income, 7s, 1883. J&J	103	Conn. West.—1st M., 7s, 1900 J&J	29	32				
K.C. Topeka & W., 1st M., 7s, g. J&J	115	115½	Bds. Kan. C. line, 6s, g., 1903 M&N	105	Connecting (Phila.)—1st, 6s. M&S	97	100				
do income 7s. A&O	108	110	Miss. Riv. Bridge, 1st, 6s, 1912	105	Cumberl'd & Penn.—1st, 6s, '91 M&S	95	100				
Pleas't Hill & De Soto, 1st, 7s, 1907	109	109½	Joliet & Chic., 1st M., 8s, '82. J&J	107	2nd 6s, 1888. M&S	92	98				
Pueblo & Ark. V., 1st, 7s, g., 1903	109	109½	Louis & Mo. R., 1st, 7s, 1900 F&A	104	Cumberl'd Val.—1st M., 7s, 1904 A&O	97	100				
Wichita & S. F., 1st, 7s, g., 1902	109	109½	do 2d, 7s, 1900 M&N	95	Dakota Southern—7s, gold, '94 F&A	197	100				
Atlan. & Gt. W.—1st M., trustees' cts.	71	73	St. L. Jacks' & C., 1st, 7s, '94 A&O	112	Danby & Norwalk—7s, '90-92. J&J	101	102				
2d mortgage trustees' certifs.	38	38	Chic. B. & Q.—1st, S.F., 8s, '83 J&J	109	Dayton & Mich.—1st M., 7s, '81 J&J	101½	102				
3d do do do	17	18	Consol. mort., 7s, 1903. J&J	121	2d mort., 7s, 1887. M&S	102	102				
Leased L. rental, 7s, g., 1902 J&J	100	100½	Bonds, 5s, 1895. J&D	100½	3d mort., 7s, 1888. A&O	101	101				
do do 7s, g., 1903 J&J	100	100½	5s, 1901. A&O	100½	Dayt. & West.—1st M., 6s, 1905 J&J	100	100				
West. ext. certifs., 8s, 1876. J&J	90	85	Bur. & Mo. R., 1st M., 7s, '93 A&O	114½	1st mort., 7s, 1905. J&J	105	106				
Scrip for prior lien bonds, 6s.	80	85	do conv. 8s, '94 ser. J&J	114½	Conn. & Tenn.—1st, 6s, guar., '93 J&J	108	108				
Atlantic & Gulf—Con. 7s, '97 J&J	105	108	Bur. & Mo. (Neb.) 1st, 6s, 1918. J&J	107½	Del. & Bound B'k.—1st, 7s, 1905 F&A	115	116½				
1st mortgage, 7s. J&J	105	105	do 6s, conv., 1883 J&J	107½	Del. Lack. & W.—2d M., 7s, '82 M&S	101	102½				
A. G. & Fla., 1st M., 7s, 1899, M&N	109	112	do Cons. 6s, non-ex. J&J	101½	Convertible 7s, 1892. J&D	105	105				
St. Miss. & Ohio—Com. bondh's cts.	110	112	do Neb. RR, 1st, 7s, A&O	112	Mort. 7s, 1907. M&S	116½	117				
Norfolk & Petersb., 1st, 8s, '87 J&J	100	100	do Om. & S.W., 1st, 8s, J&D	117½	Den. & Rio G.—1st, 7s, g., 1900 M&N	105½	106				
do 1st M., 7s, 1887 J&J	101	101	Dixon Peo. & H., 1st, 8s, '74-89 J&J	107½	1st consol. consol. mort., 7s, 1900. J&J	101	101				
do 2d M., 8s, 1893 J&J	110	110	Ott. Osw. & Fox R. M., 8s, '90 J&J	117	Des M. & Ft. D.—1st, 6s, 1904 J&J	101	102				
South Side, 1st, 8s, '84-90 J&J	110	110	Quincy & Wars'w., 1st, 8s, '90 J&J	114	Detroit & Bay C.—1st, 6s, 1902 M&N	102	102				
do 2d M., 6s, '84-90 J&J	98½	98½	Chic. & Con. So.—1st, 7s, 1902 A&O	60	1st M., 8s, end M., 7s, 1903 J&J	108	108				
do 3d M., 6s, '86-90 J&J	94	94	Chic. Clin. Dub. & Miss., 7s, '93 F&A	102	Det. G. Haven & Mil. Equip. 6s, 1918	107	109				
Virginia & Tenn., M., 6s, 1884 J&J	102	110	Chic. & East. Ill., S. F., '97. 1907	85	Con. M., 5½ flt '84, after 6s. 1918	198	100				
do 4th M., 8s, 1900 J&J	118	120	do do small bonds.	94	Det. & Pontiac, 1st M., 6s, '86 A&O	89	103				
Atl. & St. Law.—St'g 2d, 6s, g. A&O	101	104	do income bonds.	85	do 3d M., 8s, 1886 F&A	95	95				
3d mort., 1891. J&J	106	108	Chic. & Iowa—2d M., 8s, 1901 J&J	75	Det. L. & North.—1st, 7s, 1907 A&O	113	113				
Bald Eagle Val.—1st M., 6s, '81 J&J	101	101	Chic. I. a & Neb.—1st M., 7s, '88 J&J	107	Dubuque & Sioux C.—1st, 7s, '83 J&J	104	104				
Baltimore & Ohio—6s, 1880. J&J	101½	103	Chic. & Mich. L.S.—1st, 8s, '89 M&S	103	1st mort., 2d Div., 1894. J&J	110½	110½				
6s, 1885. A&O	106½	108	Chic. M. & St. P.—P.D. 1st, 8s, '98 F&A	127	Dunk A. V. & P.—1st, 7s, g., 1890 J&D	103	106				



## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Gal. Hous. & H.—1st, 7s, g., 1902 J&J	92			Marietta & Cincinnati (continued)—				Ohio & Mississippi (continued)—			
Georgia—7s, 1876-96—J&J	116	119		Scioto & Hook Val., 1st, 7s, M&N	101			2d mort., 7s, 1911—A&O	112	113	
6s—J&J	105			Balt. Short L., 1st, 7s, 1900—J&J	108	110		1st mort., Spring Div., 1905 M&N	76		
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g.	108	110		Cin. & Balt., 1st, 7s, 1900—J&J	108	110		Old Colony—6s, 1897—F&A	109	110	
1st M., 7s, l.g., gold, not guar. A&O	100	105		Marietta P. & Cleve.—1st, 7s, g., '95	106			6s, 1895—J&D	109	110	
Ex land grant, 1st, 7s, '99—J&J	75	85		Consol. 7s—J&D	106			7s, 1895—M&S	111	113	
Greenw. & Col.—1st M., 7s—J&J	100			Marquette Ho. & O.—Mar. & O., 8s, '92	112	116		Cape Cod, 7s, 1881—F&A	101	103	
Bonds, guar.—J&J	105			6s, 1908—M&S	83	87		Or. & Alex. & Ndrila—1st, 6s, 73 M&N	106	112	
Hack's & N.Y. E.—1st, 7s, '90 M&N	15	18		Mass. Central—1st, 7s, 1893—J&J	96	100		2d mort., 6s, 1875—J&J	109	110	
Hannibal & Nap.—1st, 7s, '88 M&N	108	110		Memp. & Charlt.—2d, 7s, '85 J&J	106			3d mort., 8s, 1873—M&N	80	85	
Han. & St. Jo.—Conv. 8s, 1885 M&N	108	106		1st, cons., Tenn. Hen. 7s, 1915 J&J	106			4th mort., 8s, 1880—M&S	46	50	
Quincy & Pal., 1st, 8s, 1892 F&A	70			Mem. & L. Rock—1st, 7s—J&J	90	100		Or. Alex. & M., 1st M., 7s, '82 J&J	82	83	
Kans. C. & Cam., 1st, 10s, '92 J&J	115	120		Metrop'n Elev.—1st M., 1908 J&J	101	101		Oreg. & Cal.—Frankfort Con. Rec. r.	49	51	
Harrisb. P. Mt. J. & L.—1st, 6s, J&J	108			Mich. Cent.—1st M., 8s, 1882—A&O	106			Osw. & Rome—1st M., 7s, 1915 M&N	98	102	
Housatonic—1st M., 7s, 1885 F&A	99			Consol. 7s, 1902—M&N	121	122		Osw. & Syracuse—1st, 7s, '80 M&N	113	115	
2d mort., 6s, 1889—J&J	85			1st M. on Air Line, 8s, 1890 J&J	111	113		Panama—Sterling M., 7s, g., '97 A&O	130	140	
Houst. E. & W. Tex.—1st, 7s, 1898—J&J	108	109		Air Line, 1st M., 8s, guar.—M&N	105	105		Paris & Danville—1st M., 7s, 1903—J&J	109	110	
East & Tex. Conn.—1st M., 7s, g., '91 J&J	106	107		Equipment bonds, 8s, '83—A&O	108	110		Penn. & N.Y.—1st, 7s, 96 & 1906 J&J	122	125	
West. Div.—1st, 7s, g., 1891 J&J	107			Gd. Riv. W., 1st 8s, guar. '86 J&J	108	110		Pekin Lin. & Dec.—1st, 7s, 1900 F&A	102		
Waco & N.W.—1st, 7s, g., 1903 J&J	107			6s, 1909—M&S	108			Pennsylvania—1st M., 6s, '80—J&J	102		
Cons. mort., 8s, 1912—A&O	110	110		Kalamazoo & S.H.—1st, 8s, '90 M&N	103	110		General mort., 6s, coup., 1910 Q—J	117	119	
Waco & N., 8s, 1915—J&J	100			J.L. & Sag. 1st, 8s, '85—J&J	109	109		do 6s, reg., 1910 A&O—J	118	120	
Inc. and Ind'y 7s, 1887—M&N	100			do North Ext., 8s, '91 M&N	104	106		Cons. mort., 6s, reg., 1905 Q—M	113	114	
Hunt. & Br. Top.—1st, 7s, '90 A&O	112	114		do Cons. mort., 8s, '91 M&N	106	108		do 6s, coup., 1905 J&D	112	114	
2d mort., 7s, g., 1895—F&A	109			Joliet & N. Ind.—1st, 7s (guar. M.C.)	105	109		Navy Yard, 6s, reg., 1891—J&J	102	103	
Cons. 3d M., 7s, 1895—A&O	63	68		Mill. & North.—1st, 8s, 1901—J&D	60	65		Penn. Co., 6s, reg., 1907—Q—J	108	108	
Ill. Cent.—1st M. Chic. & Spr. '92 J&J	108	110		Minneapolis & Duluth—1st 7s, '85 J&J	89	9		Penn. & N.Y.—1st, 7s, 96 & 1906 J&J	122	125	
Sterling, S. F., 5s, g., 1903—A&O	103			Minn. & St. L.—1st M., 1927—A&O	102			Peoria Dec. & Ev.—1st, 6s, 1920 J&J	99	98	
Sterling, gen. M., 6s, g., 1895 A&O	110	112		1st M., Iowa extension—J&J	115	119		Incomes, 1920—J&J	55	56	
do 5s, 1905—J&D	103			Miss. & Tenn.—1st M., 8s, series "A"	100	102		Peoria Pekin & J.—1st, 7s, '94 J&J	40	60	
Ill. Grand Tr.—1st M., 8s, '90 A&O	114	115		8s, series "B"—J&J	100	102		Perkinston—1st M., 6s, 1897—A&O	73	82	
Indiana Bloom. & Western—				Mo. Kansas & Texas—				Ex fd. cps. Dec., '77 to '78, '80, inc.	73	82	
1st mort., pref., 7s, 1900—J&J	115			Cons. assented, 1904-6—F&A	102	103		Petersburg—1st M., 8s, '79-'98 J&J	121	124	
1st, 3s, 4s, 5s & 6s, 1909—A&O	74	74		1st, 6s, g., 1899, (U. P. S. Br.) J&J	61	62		2d mort., 8s, 1902—J&J	75	80	
2d M., 3s, 4s, 5s, & 6s, 1909—A&O	50	50		2d mort., income, 1911—A&O	61	62		Phila. & Erie—1st M., 6s, 1881 A&O	111	113	
Income, 1911—J&J	99	100		Bos. & W. B'ys, 7s, guar., 1906 M&N	110	111		2d mort., 7s, 1888—J&J	111	113	
In'polis D. & Sp'd—1st, 7s, 1906 A&O	99	100		Han. & C. Mo., 7s, '90 M&N	110	111		2d mort., guar., 6s, g., 1920 J&J	108	110	
2d mort., income, 1906—J&J	64	65		do 2d, 1892—M&N	106			Sunbury & Erie, 1st M., 7s, '97 A&O	112	116	
Ind'polis & St. L.—1st, 7s, 1919 Var.	80	88		Mo. Pac.—1st mort., 6s, g'd, '88 F&A	106	109		Phila. & Read.—1st M., 6s, '80—J&J	102	103	
2d mort., 7s, 1900—A&O	40	45		2d mort., 7s, 1891—J&J	109	109		1st mort., 7s, 1893—A&O	115		
Ind'apolis & Vin.—1st, 7s, 1908 F&A	105	107		Car. B., 1st mort., 6s, g., '93 A&O	109	109		Debutent, 1893—J&J	118	119	
2d mort., 6s, g., guar., 1900 M&N	95			2d mortgage—M&S	109			Mort., 7s, coup., 1911—J&D	107	109	
International & Gt. Northern—				Improvement mort., 6s, 1891—J&J	109			Gold mort., 6s, 1911—J&D	107	109	
1st mort., 6s, gold, 1909—M&N	100	101		Mobile & Ala. Gr. Tr.—1st, 7s, g'd, '95	73	74		New convertible, 7s, 1893—J&J	102	104	
2d mort., income, 8s, 1909—J&J	68			Mobile & O.—1st pref. debentures—	41	50		G. s. f., 3 & 4s, g., 1908, x cps. J&J	186	88	
Ionia & Lansing—1st 8s, '89—J&J	112	113		3d pref. debentures—	32	40		Scrip for 6 deferred d. coupons—	192	95	
Iowa City & West.—1st, 7s, 1909 M&S	106	107		4th pref. debentures—	32			Coal & I., guar. M., 7s, '92—M&S	192	95	
La Falls & Sioux C.—1st, 7s, '90 A&O	106	107		New mortgage, 6s, 1927—J&J	102	102		Income mort., cons., 7s, '96 J&D	113	115	
Ithaca & Athens.—1st m., 7s, g., J&J	104	107		Morris & Essex—1st, 7s, 1914 M&N	129			Phila. W. & Balt.—6s, '92-1906 A&O	113	115	
Jefferson—Hawley Br. 7s, '87—J&J	95			2d mort., 7s, 1891—F&A	113	114		Pitts. C. & St. L.—1st, 7s, 1900 F&A	115	115	
1st mort., 7s, 1889—J&J	108			Construction, 7s, 1889—F&A	100			2d mort., 7s, 1913—J&J	102	104	
Jeff. Mad. & Ind.—1st, 7s, 1906 A&O	115	116		Bond, 7s, 1900—J&J	111			St. Louis & Ind.—1st, 6s, '84 Var.	112	114	
2d mort., 7s, 1911—J&J	109	109		General mort., 7s, 1901—J&J	111			Pitts. & Con'l. Sav.—1st, 7s, '93 J&J	114	114	
Ind'polis & Mad.—1st, 7s, '81 M&N	100			Consol. mort., 7s, 1915—J&D	110	110		Sterling cons. M., 6s, g., guar. J&J	110	112	
Junction R.R. (Phil.)—1st, 6s, '82 J&J	102			Nashua & Low.—6s, g., 1893 F&A	107	109		Pitts. F. & W. C.—1st, 7s, 1912 J&J	130		
2d mort., 6s, 1900—A&O	106	107		Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	114			2d mort., 7s, 1912—J&J	125		
K.C. Ft. Scott & G.—1st, 7s, 1908 J&J	106	107		1st, Tenn. & Pac., 6s, 1917—J&J	99			3d mort., 7s, 1912—A&O	119	121	
Kansas C. Lawr. & So. 1st, 4s, 1909	86	86		1st, McM. M. W. & A., 6s, 1917 J&J	99			Equipment, 8s, 1884—M&S	110	112	
K.C. St. Jos. & C.B.—M., 7s, 1907 J&J	111	114		Nashv. & Decat'r.—1st, 7s, 1900 J&J	112			Pitts. Titusv. & B.—New 7s, '96 F&A	80	82	
Income bds, reg., 6s, 1907—A&O	88	89		Nevada Cen.—1st 6s, 1904—A&O	95	97		2d, 7s, 1896—J&J	102	104	
Kansas & Nebraska—1st mort.—	75	80		Newark & N. Y.—1st, 7s, 1897 J&J	110	112		Buff. Ch. & L. Exp't—1st, 7s, 1909 M&N	102	104	
2d mort.—J&J	35	40		New K's set 6s.—1st, 7s, '89 M&N	90	100		Oil Creek, 1st M., 7s, 1892—A&O	98	100	
Keokuk & Des M.—1st, 5s, guar. A&O	93	99		N'burgh & N.Y.—1st M., 7s, 1888 J&J	90	100		Union & Titusv.—1st, 7s, 1890 J&J	87	88	
L. Erie & West.—1st, 6s, 1919 F&A	93	99		N. Haven & Derby, 1st M., 7s, '98 Var.	114	116		Warren & Fr'kin, 1st, 7s, '96 F&A	101	102	
Income, 7s, 1899—J&J	54	63		N. H. & N'th'ton—1st M., 7s, '99 J&J	114	116		Port Hur. & L.M.—1st, 7s, g., '99 M&N	35	50	
Lat. Bl. & Mun.—1st, 6s, 1919 M&N	100	101		Conv. 6s, 1882—A&O	96	98		Portl. & Ogb'g.—1st, 6s, 1900 J&J	80	90	
do income, 7s, 1899—J&J	65	68		N. J. Mid'd—1st M., 7s, g., '95 F&A	93	95		Vt. div., 1st M., 6s, g., 1891—M&N	15	30	
Lake Shore & Mich. So.—				2d mort., 7s, 1881—F&A	27	28		Ren. & S'toga—1st, 7s, 1921 con. M&N	130		
M. So. & N.L. S.F.—1st, 7s, '85 M&N	110	112		N. J. Southern—1st M., new 7s—F&A	84			1st, 7s, 1921, reg.—J&J	104	105	
Cleve. & Tol., 1st M., 7s, '85—J&J	111			N. O. Mob. & Chatt.—1st, 7s, '91 J&J	100			Rich. & Dan.—Con. 6s, 75-'90 M&N	104	105	
do 2d M., 7s, 1886—J&J	108			N. Y. & Can.—2d M., 6s, g., 1904 M&N	100			General mort., 6s, gold—J&J	100		
Cl. P. & Ash, new 7s, 1892—A&O	113	116		N. Y. Central & Hudson—				Piedmont Br., 8s, 1888—A&O	111	113	
Buff. & E., new bds, 7s, '98 A&O	117	119		Mort., 7s, coup., 1903—J&J	127	127		Rich. Fred. & Potomac—6s, 1875—	100		
Buff. & State L., 7s, 1882—J&J	102			Mort., 7s, reg., 1903—J&J	127			Mort., 7s, 1881-90—J&J	117		
Det. Mon. & Tol., 1st, 7s, 1906—J&J	114	116		Subscription, 6s, 1883—M&N	116	118		Rich. & Petersb., 8s, '80-'86—A&O	110		
Jamest. & Frankl.—1st, 7s, '94 J&J	108			Sterling mort., 6s, g., 1903—J&J	106	106		New mort., 7s, 1915—M&N	103	110	
do 2d M., 7s, '94 J&J	108			N. Y. C. premium, 6s, 1893 M&N	106	106		Rome Wat'nd Co.—S. F., 7s, 1891 J&J	95	101	
Kalamazoo A. & Gr. R., 1st, 8s J&J	108			do 2d mort., 6s, 1893—J&D	103	103		Consol. mort., 7s, 1904—A&O	63	65	
Kal. & Schod. 1st, 8s, 1898 J&J	103			do real est., 6s, 1883—J&D	110	110		Rutland—1st M., 8s, 1902—M&N	95	96	
Kal. & Wh. Pigeon, 1st, 7s, '90 J&J	103			Hud. R., 2d M., 7s, 1885—J&J	110	112		Equipment, 2d mort., 5s—F&A	74	75	
Lake Sh. Div. bonds, 1899—A&O	120			N. Y. Elevated.—1st M., 1906 J&J	111	112		St. Joseph & Pacif.—1st mort.—	80	85	
L. S. & M. S., cons., cp., 1st, 7s J&J	122	123		N. Y. & Greenw'd Lake.—1st M., 6s	55	61		2d mort.—	55	60	
do cons., reg., 1st, 7s, 1900—J	122	122		2d mortgage—M&N	126	126		St. L. Alt. & T.H.—1st M., 7s, '94 J&J	112		
do cons., reg., 2d, 7s, 1903 J&J	119			7s, reg., 1900—M&N	126			2d mort., pref., 7s, 1894—F&A	104	104	
Lawrence—1st mort., 7s, 1895 F&A	118	119		N. Y. Lake Erie & West. (Erie)	123			4d income, 7s, 1894—J&J	93	95	
Lehigh & Lack.—1st M., 7s, '97 F&A	118	120		1st mort., 7s, 1895—J&J	105	105		St. Louis & I. Mt.—1st, 7s, '92 F&A	113	113	
Lehigh Val.—1st, 7s, 1898 J&J	125	126		2d mort., exten. 5s, 1919—M&S	105	105		2d mort., 7s, g., 1897—M&N	103	103	
2d mort., 7s, 1910—M&S	111	113		3d mort., 7s, 1883—A&O	101	102		1st, 7s, inc., pf. int. accumulative—	93	93	
Gen. M. s. f., 6s, g., 1923—J&D	111	113		4th mort., 7s, 1880—A&O	111	111		2d 6s, inc., int. accumulative—	73		

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.			RAILROAD STOCKS.			RAILROAD STOCKS.			
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.	
So. Carolina—1st M., 7s, '82-'88, J&J	102	105	Baltimore & Ohio (continued)—			Lynn & Boston (street).....	100	81	82
1st, sterl. mort., 5s, g, '82-'88, J&J	92	100	Washington Branch.....	150		Macon & Augusta.....	38	40	
Bds., 7s, '02, 2d M., unjoined A&O	72	74½	Parkersburg Branch.....	100		Maine Central.....	100	140	143
Bds., 7s, non-mort., A&O	38	42	Boston & Albany.....	x113	114	Manchester & Lawrence.....	100	30½	
South Side, L.I.—1st, 7, 1887, M&S	99	103	Bost. Clint. Fitchb. & New Bed. 100	20	21	Manhattan & Waway.....	100	80½	
do S. F., 2d, 7s, 1900, M&N	25	35	do do Pref. 100	x95	97	Marietta & Cin.....	50	8	9
So. Cen. (N.Y.)—1st 7s, 1899, F&A			Bost. Con. & Montreal.....	100		1st pref.....	50	5½	7
2d mort. 7s, gold, 1882, guar.			do Pref., 6.....	85	97	2d pref.....	50	25	30
So. Minnesota—1st, 7s, (pink), A&O	100	104	Boston & Lowell.....	500	98	Memphis & Charleston.....	25	56	67
1st mort. 7s, 1888, J&J	105	106	Boston & Maine.....	x125	126	Metropolitan (street), Boston.....	50	97	98
Extension.....	95		Boston & New York Air Line, pref.	100		Metropolitan Elevated.....	97	89½	90½
So. Pac., Cal.—1st, 6s, g, 1905-6, J&J	97½	98½	Boston & Providence.....	x134	135	Michigan Central.....	100	58½	59½
Southwestern (Ga.)—Conv., 7s, 1886	107	110	Boston & Revere Beach & Lynn.....	99½	100	Middlesex (street), Boston.....	100	112	113
Summit Br.—1st, 7s, 1903, J&J	90	100	Buff. N. Y. & Erie, leased.....	100	90	Mine Hill & S. Haven, leased.....	50	35½	35½
Syr. Bing. & N.Y.—consol. 7s, '06 A&O	1113	113½	Burlington C. Rapids & North.....	66	70	Missouri Kansas & Texas.....	100	103	3
Texas & Pac.—1st, 6s, g, 1905 M&S	103	104	Burlington & Mo., in Neb.....	118½	149	Missouri Pacific.....	100	21	23
Consol. mort., 6s, gold, 1905, J&J		95	California Pacific.....	20	25	Mobile & Ohio R.R. asstd.....	100	105	106
Inc. and land gr., reg., 1915, July	68½	69	Cambridge (street), Boston.....	100	126	Morris & Essex, guar., 7.....	50	73	75
Tol. P.&W.—Pur. C. Rec'ts, 1st, E. D.	129	130	Camden & Atlantic.....	50	52	Nashville, Chat. & St. Louis.....	25	x111	112
Purch. Com. Rec't 1st M., W. D.....	127½	129½	do Pref.....	50	52	Nashua & Lowell.....	100	58	59
do Burlington D.....	60		Canada Southern.....	100	59½	Nashua & Rochester, guar., 3.....	100	135	136
1st pref. inc. for 2d mort.....	60		Catawissa.....	50	14	Naugatuck.....	100	64	64½
do fr consd.....	60		do Old, pref.....	50	51½	Nesquehoning Valley, leased, 10, 50	100	2½	4½
United Co's N.J.—Cons., 6s, '94 A&O	111	113	do New, pref.....	50	51½	New Haven & Northampton.....	100	104	105
Sterling mort., 6s, 1894, M&S	111	113	Cedar Falls & Minnesota.....	100	110	New Jersey Midland R.R.....	100	130½	131½
do 6s, 1901.....	115	117	Cedar Rapids & Mo. and Ia. Ld. 100	x110	110½	N. London Northern, leased, 8, 100	100	112½	113
Cam. & Amb., 6s, 1883, F&A	101½	103½	do Pref., 7.....	100	112	New Mexico & So. Pacific.....	100	180	
do 6s, 1889, J&J	107½	109½	Central of Georgia.....	100	95	N. Y. Central & Hudson Riv.....	100		
do mort., 6s, '89, M&N	114	116	Central Iowa.....	100	22	New York Elevated.....	100		
Union Pac.—1st M., 6s, g, '96-'99, J&J	112½	112½	Central of New Jersey.....	100	75½	New York & Harlem.....	50		
Land Grant, 7s, 1887-9, A&O	111	111½	Central Ohio.....	50	59	do Pref.....	50		
Sink. F., 8s, 1893, M&S	118	120	do Pref.....	50	51	N. Y. L. Erie & West.....	100	42½	43½
Om. Bridge, sterl. 8s, g, '96 A&O	114		Central Pacific.....	100	72½	do Pref.....	100	65	65½
Reg. 6s, 1893, M&S	105½	105½	Charlotte Col. & Aug.....	20	21	New York & New England.....	100	49½	50
Coll. trust. 6s, 1908, J&J	105½	105½	Chesapeake & Ohio, common.....	100	20	N. Y. N. Haven & Hartford.....	100	190	200
Colorado Cent., 1st, 8s, g, '90, J&J	100	105	do 1st pref.....	100	23½	N. Y. Ontario & Western pref.....	100	29½	29½
Denver Pac., 1st M., 7s, g, '99, M&N	90	100	do 2d pref.....	100	22½	do do common.....	100	5	6
Kans. Pac., 1st, 6s, g, 1895, F&A	118	118	Cheshire, pref.....	100	52½	New York & Oswego Midland.....	100	133½	134½
do 1st M., 6s, g, 1896, J&J	116½	118	Chicago & Alton.....	100	107½	New York Providence & Bos.....	100	50½	51
do 1st, R. & L.G.D., '99, M&N			do Pref., 7.....	100	123	North Pennsylvania.....	100	34½	34½
do L'd 1st M., 7s, g, '80, J&J			Chicago Burlington & Quincy.....	100	123½	North Wisconsin.....	100	95½	96
do Land 2d M., 7s, g, 1886			Chicago Clin. Dubuque & Minn.....	100	74	Northern Central.....	100	28½	28½
do Leav. Br., 7s, '96, M&N			Chicago & East Illinois.....	100	142½	Northern Pacific, common.....	100	52	52½
do Inc., No. 11, 7s, 1916, M&S	60	63	Chicago Iowa & Nebraska.....	100	77½	do Pref.....	100	138	139
do Inc., No. 16, 7s, 1916, M&S	60	63	Chicago Milwaukee & St. Paul.....	100	103½	Norwich & Worcester, leased, 10, 100	100	33½	33½
do Deny. Div., 6s, ass. cp. cert.	97½	98½	Chicago & North Western.....	100	109	Ogdensburg & Lake Champ.....	100	78	79
do 1st cons. M., 6s, 1919, M&N	100	105	do Pref., 7, 100	109	110	Ohio Central.....	100	22	23
Utah Cen.—1st M., 6s, g, 1890, J&J	93	100	Chicago & Rock Island.....	100	189	Ohio & Mississippi.....	100	70½	71½
Utah Southern—1st, 7s, 1891, J&J	100	105	Chic. St. L. & N. O.....	100	30½	do Pref.....	100	111½	112
Utica & B'l'r.—1st M., 7s, '78, J&J	100		Chicago St. Paul & Minn., com 100	57½	58	Old Colony.....	100	108	109
Mort., 7s, 1891, J&J	33	40	do Pref. 100	61	62	Oswego & Syracuse, guar., 9.....	100	189	
Vern't & Can.—M., 8s.....	12	14	Chicago & West Michigan.....	100	70	Panama.....	100	54½	54½
Mississquoi, 7s, 1891, J&J	35	40	Cin. Hamilton & Dayton.....	100	13½	Pennsylvania Railroad.....	100	5	6
Vermont Cent.—1st M., 7s, '86, M&N	12	14	Cin. Sandusky & Cleveland.....	100	44	Pennsylvania Company.....	100	25	26
2d mort., 7s, 1891, J&J	35	40	do Pref., 6, 50	113	114	Peoria Decatur & Evansville.....	100	116	117
Income extension 8s.....	25	35	Clev. Col. Cin. & Indianapolis.....	100	77½	Philadelphia & Erie.....	100	64	64½
Standard S. & C., 7s, 1887, J&J	103½	103½	Clev. & Mahoning Val., leased.....	50	113½	Philadelphia & Reading.....	100	160	160½
Vern't & Mass.—1st M., 6s, '83, J&J	120	120	Clev. & Pittsburgh, guar., 7.....	100	93½	Phila. & Trenton, leased, 10, 100	100	102	102½
Conv. 7s, 1885, J&J	70		Col. Chic. & Indiana Central.....	100	93	Phila. Germ'n & Nor., l'ed, 12, 50	100	69½	70
Vick & Mer.—1st M., end, 7s, '90, J&J	50		Columbus & Hocking Valley.....	100	125	Phila. Wilmington & Balt.....	100	5	10
2d mort., end, 7s, 1890, J&J	109	109	Columbus & Xenia, guar., 8.....	100	x89	Pittsburgh Cincinnati & St. L.....	100	5	12
Wabash—1st M., ext., 7s, '90, ex. F&A	104½	104½	Concord.....	100	117	Pittsb. & Connellsville, leased.....	100	117	117
Wabash 7s, 1879-1909, A&O	104½	104½	Concord & Portsmouth, guar., 7.....	100	614½	Pittsburg Titusville & Buffalo.....	100	124	124½
2d mort., 7s, ext. 1893, ex. M&N	104½	104½	Connecticut & Passumpsic.....	100	144½	Pittsb. Ft. W. & Chic., guar., 7, 100	100	114	117
Equipment 7s, 1883, J&J	101	101	Connecticut River.....	100	53	Pleasant Hill & De Soto.....	100	105	106
Cons. mort., 7s, 1907, com. ex. J&J	105½	106	Dayton & Michigan, guar., 3.....	100	119	Portland Sac. & Portsm., l'ed 6, 100	100	30	30½
1st, St. L. div., 7s, 1889, ex. F&A	105½	106	do Pref., guar., 8, 50	100	99½	Portsm'th Gt. Falls & Conway.....	100	106	112
Gt. West., 111, 7s, '88, ex. F&A	105½	106	Delaware & Bound Brook.....	100	85½	Providence & Worcester.....	100	120	120
do 2d, 7s, '93, ex. M&N	105	105	Delaware Lack. & Western.....	100	65	Pueblo & Arkansas Valley.....	100	148	149
Q'ncy & Tol., 1st, 7s, '90, ex. M&N	105	105	Denver & Rio Grande.....	100	93	Rensselaer & Saratoga.....	100	82	83
Ill. & S. Ia., 1st, 7s, '82, ex. F&A	105½	106	Det. Lansing & Northern, com 100	107	108	Republican Valley.....	100	114	117
St. L. & K.C., 1st, (rest. & R.), 7s, M&S	109½	109½	do do Pref. 100	60	60	Richmond & Danville.....	100	79½	84
do Om. Div., 1st, 7s, 1919, A&O	95		Dubuque & Sioux City.....	100	50	Richmond Fred. & P.....	100	62½	67
do Clarin. Br., 7s, 1919, F&A	116		East Pennsylvania, leased.....	100	70	Rome Watertown & Ogdensb.....	100	20	24
do No. Mo., 1st M., 1895, J&J	102		East Tennessee Virginia & Ga. 100	70	75	Rutland.....	100	28½	29
Wabash Fund, Int. Bds., 1907—	85		Eastern (Mass.).....	100	35½	St. Joseph & Western.....	100	20	24
Various 7s.....	95	100	Eastern (N. H.).....	100	80	St. Louis Alton & Terre Haute.....	100	65	67
Warren (N.J.)—2d M., 7s, 1900.....	103	104	Eel River.....	100	50	do do Pref. 100	100	30	40
Westch'r & Phil.—Cons., 7s, '91 A&O	111	114	Elmira & Williamsport, 5.....	50	34	do do 7, 100	100	46	47
W. Jersey—Debent. 6s, 1883, M&S	103	104	do Pref., 7, 50	50	50	do 1st pref. 100	100	66	66
1st mort., 6s, 1896, J&J	113	119	Erie & Pittsburg, guar., 7.....	50	106	St. Paul & Duluth.....	100	65	67
Consol. mort., 7s, 1890, A&O	112	114	Fitchburg.....	100	123½	Seaboard & Roanoke.....	100	95	95
West'n Ala.—1st M., 8s, '88, A&O	111	114	Flint & Pere Marquette.....	18	22	Shore Line (Conn.), leased, 8, 100	100	122	125
2d mort., 8s, guar., '90, A&O	112	114	Florence El Dorado & Walnut V. 100	30	33	South Boston (street).....	100	10	12
West & Del.—1st, 6s, 90, J&J	113	121	Frankfort & Kokomo.....	50	103	South Carolina.....	100	25	25
1st mort., 6s, 1890, F&A	108	114	Georgia Railroad & Bank's Co. 100	103	106	South Side.....	100	95	105
End, 2d mort., 6s, 1890, J&J	115	121	Grand River Valley, guar., 5.....	33½	33½	Southwestern, Ga., guar., 7, 100	100	134½	140
2d mort., pref., 6s, 1895, J&J	99	100½	Hannibal St. Joseph.....	71½	71½	Summit Branch, Pa.....	50	110	120
2d, end. Wash. Co., 6s, 1890, J&J	108	114	do Pref., 7, 100	71½	71½	Terre Haute & Indianapolis.....	100	9	12
3d, end., 6s, 1900, J&J	115	121	Harrisburg P. Mt. J. & L., guar., 7, 50	55	55	Toledo Peoria & Warsaw.....	100	159	162
West'n Penn.—1st M., 6s, '93, A&O	105	105	Highland (street), Boston.....	130	135	Union Pacific.....	100	87	87
Pitts. Br., 1st M., 6s, '96, J&J	106	105	Houston & Texas Central.....	73	75	Vermont & Canada, leased.....	100	17	20
Wil. & Weldon—S. F., 7s, g, '96, J&J	105	110	Huntingdon & Broad Top.....	58	10	Vermont & Mass., leased, 6, 100	100	x119	119½
Wilmington & P'ter.—1st M., 7s, '87, J&J	105	109	do do Pref. 50	12	13	Wabash St. Louis & Pacific.....	100	34½	38½
2d mort., 7s, 1907, ex. F&A	110	113½	Illinois Central.....	104½	105½	do do Pref. 100	100	67	67
Ex. l. g., mort., 7s, g, 1916, J&J	70	75	Indiana Bloomington & Western.....	30	34	Warren (N.J.), leased, 7, 50	50	109	109
Wis. Cent.—1st, 7s, cons., unfund.	60	65	Indianapolis Cin. & Lafayette.....	40	46	Westchester & Phila., pref.....	50	7½	9
1st series, new	40	40½	International & Gt. Northern.....	40	46	West Maryland.....	100	78	82
2d series, new	40	40½	Iowa Falls & Sioux City.....	49	50	Wichita & Southwestern.....	100	65	65
Wor' & Nashua—5s, '93-'95, Var.	195	100	Jeff. Mads. & Ind'p's, l'ed, 7, 100	109	112	Wilmingtn & Weldon, leas'd, 7, 100	100	69	72
Nash. & Roch., guar., 5s, '94 A&O	195	100	Joliet & Chicago, guar., 7.....	109	112	do Pref.....	100	74	77
			Kansas City Ft. Scott & Gulf.....	49½	50	Worcester & Nashua.....	100	63½	63½
			do do Pref. 100	80	81				
			Kansas City Lawrence & So.....	80½	82				
			Kansas City St. Jos. & Coun. B. 100	70	71				
			Kansas City Topeka & West'n 100	20	24				
			Kansas & Nebraska.....	50	10				
			Kansas Pacific.....	10	10				
			Keokuk & Des Moines.....	10	10				
			do Pref.....	10	10				
			Lake Erie & Western.....	32	32				
			Lake Shore & Mich. So.....	107½	107½				
			Lehigh Valley.....	50	52½				
			Little Rock & Fort Smith.....	48½	49				
			Little Miami, leased, 8.....	120½	121				
			Little Schuylkill, leased, 7.....	50	53½				
			Long Island.....	10	12				
			Louisiana & Mo. Riv., pref., guar.	100	139				
			Louisville & Nashville.....	90	90				
			Louisville New Albany & Chic. 100	90	90				



## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.
<b>CANAL BONDS.</b>			Sutro Tunnel.....10	\$82½	2½	Butler Coal.....25			Hussey.....		
Chesapeake & Delaware.....	81	82	Union Trust.....100	150½		Cameron Coal.....10			Imperial.....		
1st mort., 6s, '86 J&J.....			U. S. Trust Co. N.Y. 100			Carlson Con. Min. 10	2½	3	Independence.....		45
Chesapeake & Ohio.....	30	92½	U. S. Mort. Co. N.Y. 100			Cent. Arizona Min. 100	6½		Julia.....100		
6s, 1870.....Q-J.....			West. Union Tel. 100	106	106½	Climax Mining.....10	2½	2½	Justice.....100		
Deware Division.....			<b>EXPRESS STOCKS.</b>			Clinton Coal & Iron 10			Kentuck.....		
6s, 1878.....J&J.....	103		Adams.....100	111½	113	Colorado Coal & Iron 100			Kings Mountain.....		85
Delaware & Hudson.....			United States.....100	47½	48	Consol. Coal of Md. 100	35		Kossuth.....50		
7s, 1891.....J&J.....	109½	110	Wells Fargo.....100			Cumber'd Coal & Iron 100	60		Lacrosse.....		51
1st ext., 1891. M&N.....			<b>GAS STOCKS.</b>			Deadwood Mining.....	20		Lady Washington.....		270
7s, 1884.....J&J.....	106½		Baltimore Gas.....100	150	190	Excels' W. & M. Co. 100			Leadville.....		
Coup. 7s, 1894. A&O.....			do cents.....102½	108		Galveston Crk. Ct. (Md.)	33	35	Leeds.....		
1st Pa. D. c. p. 7s, M&S.....			Consumers' Gas, Balt. 7	7½		Homestake Min'g.....10			Leopard.....100		
do reg. 7s, M&S.....			People's G. L. of Balt. 25	26½	26½	Leadville Mining.....10		3½	Leviathan.....		20
James Riv. & Kan.....			Boston Gaslight.....500	785	790	La Platta M'g & S. Co. 10		6	Little Chief.....		8-80
1st mort., 6s, M&N.....	60		East Boston.....25	26	28	Little Pitt'sb'g Con. 100	6	6½	Lucerne.....10		21
2d mort., 6s, M&N.....	20		South Boston.....100	105	106	Locust Mt. Coal.....50			Martin White.....		75
Lehigh Navigation.....			Brookline, Mass. 100	101½	102	Marip'sa L. & M. Cal 100		5	May Belle.....		
6s, reg., 1884.....Q-J.....	107½	108	Cambridge, Mass. 100	134	134½	do pref. 100		20	McClinton.....		
RR. 6s, reg., '97. Q-F.....	111		Chelsea, Mass. 100	123		Maryland Coal.....100			Memphis.....		
Deb. 6s, reg., '77. J&D.....			Dorchester, Mass. 100	79	80	New Kent Coal.....100			Merrimac Silver.....10		
Conv. 6s, reg., '82 J&D.....			Jamaica P'n, Mass. 100	118	120	New Creek Coal.....10			Mexican G. & Silv. 100		1-10
do 6s, reg., '94 M&S.....	103½		Lawrence, Mass. 100	128	130	N. Y. & Middle Coal 25			Mont Bross.....		
6s, c. p. & reg. '97 J&D.....	106	106½	Lowell.....100	150	155	Ontario Sil. Min'g. 100			Navajo.....		35
Cons. M., 1911 7s J&D.....	105	105½	Lynn, Mass., G. L. 100	75	76	Penn. Anthracite Coal.....	200	215	N. Y. & Colorado.....		1-60
Louisville & Portl.....			Mald. & Melrose.....100	95	100	Pennsylvania Coal 50	100		North Standard.....		
3d mort., 6s.....100	101		Newton & Wat'n 100	117½	118	Pilot Knob I. (St. L.) 100			Northern Belle.....100		
4th mort., 6s.....106	107		Salem, Mass. 100	100	100	Quicksilver Min'g. 100	11½	15	Opik Silver.....100		
Morris.....			Brooklyn, L. I. 25	125	130	do pref. 100		69	Orig. Const'k G. & S. 100		
Boat P'n, reg., '85 A&O.....			Citizens', Brooklyn 20	70	73	St. Nicholas Coal.....10		1	Original Keystone.....		
Pennsylvania.....			Metropolitan, B'klyn 60	70	70	San Juan Sil. Min. 100		1	Overman G. & S. 100		
6s, coup., 1910. J&J.....	80	81	Nassau, Brooklyn 25	55	60	S. Rapp'l Sil. Mob. 100	9	11	Plumas.....		2-20
Schuykill Nav.....			People's, Brooklyn 10	40	45	do pref. 100	10	13	Phil. Sheridan.....		
1st M., 6s, 1897. Q-M.....	100½	101½	Williams'b', B'klyn 50	72½	77	Shamokin Coal.....25			Rappahanock.....		29
2d M., 6s, 1907. J&J.....	78	79	Charles'tn S. C. Gas. 25	21	21	Spring Mount. Coal 50			Raymond & Ely.....100		28
Mort. 6s, c. p., '95 J&J.....			Chicago G. & Coke 100	166	167½	Stand'd Cons. G. M. 100	29	29½	St. Joseph Lead.....10		
6s, imp. c. p., '80 M&N.....	70		Cincinnati G. & Coke.....	166	167½	Westmoreland Coal 50	68		Savage Gold & Silv. 100		
6s, bt & car, 1913 M&N.....	80	85	Hartford, Ct., G. L. 25	30	32	Wilkesb. Coal & I. 100			Seaton consol.....		
6s, bt & car, 1915 M&N.....	80	85	Jersey C. & Holok'n 20	150	155	<b>BOSTON MINING STOCKS.</b>			Segregated Belch'r 100		1-00
Southern.....			People's, Jersey C.....	113	114	Allouez.....25	16	17	Shamrock.....		
6s, coup., 1918. J&J.....	50	55	Louisville G. L. 100			Atlantic.....25	19½	19½	Sierra Nevada Silv. 100		
7s, coup., 1902. J&J.....			Mobile Gas & Coke. 8			Blue Hill (Me.).....10	8½	9	Silver City.....100		
Union, 1st 6s, '83. M&N.....			Central of N. Y. 50	60	70	Brunsw'k Antimony 5	37	38	Silver Cliff.....		4-50
<b>CANAL STOCKS.</b>			Harlem, N. Y. 50	68	75	Calumet & Hecla.....25	235	236	Silver Hill.....100		
Chesapeake & Del. 50			Manhattan, N. Y. 100	195	200	Catalpa Silver.....25	38	39	South Bodie.....100		1-00
Del. & Hudson.....100			Metropolitan, N. Y. 100	132	140	Copper Falls.....25	12	12½	South Bulwer.....		68
Del. Riv. leased, 8. 50			Municipal.....100	170	180	Dana.....25	75	85	Southern Star G. & S. 100		40
Del. Navigation.....50			Mutual of N. Y. 100	103	108	Dawson Silver.....25	50	50	South Bulwer.....		68
Morris, guar., 10. 100			New York, N. Y. 100	103	108	Douglas (Me.).....5	4	4½	South Hite.....		1-60
do pf., guar. 10. 100			N. Orleans G. L. 100	76½	78	Duncan Silver.....20	2½	3	Standard.....		2-50
Pennsylvania.....50			N. Liberties, Phila. 25	34½		Franklin.....25	116½	17½	Tioga.....		6-50
Schuykill Nav.....50			Washington, Phila. 25	71	73	Humboldt.....25	1	1½	Tip Top.....		
do do prof. 50			Portland, Me., G. L. 50	217	217	Hungarian.....25	50	50	Trio.....		22
Buquehanna.....50			St. Louis G. L. 50	92½	95	International Silver 20	40	50	Tuscarora.....		20-00
<b>MISCELLANEOUS BONDS.</b>			Laclede, St. Louis 100			Manhattan.....25	50	50	Utah.....		
Amer'n S. S. Co. (Phil.)—	102	102½	Carondelet.....50	11		Mesnard.....25	1½	2	Yellow Jacket.....100		
6s, R. C., 1896. A&O.....	102½	103	San Francisco G. L. 100			Minnesota.....25	3	4	<b>BANK STOCKS.</b>		
Chesapeake Light 6s.....			<b>MANUFACTURING STOCKS.</b>			National.....25	3	3½	Baltimore.....		
Canton (Balt.).....110	111		Am. B. H. S. M. (Pa.) 12½	33		Osceola.....25	x39	39½	Bank of Baltimore 100	126	130
2d 6s, 1901.....J&J.....	110	111	Amory (N. H.).....100	119	119½	Petherick.....25			Bank of Commerce 25	15	17
Mort. 6s, 1904 J&J.....	110	111	Amoskeag (N. H.) 1000	1890	1900	Pewabic.....25	20½	21	Chesapeake.....25		
Un. RR. 1st, end, 6s.....	102	115	Androsco'g (Me.) 1000	123	127	Phenix.....25	4	4½	Citizens'.....100		11½
do 2d, end, 6s, G. M. & N.....	102	115	Appleton (Mass.) 1000	1090	1100	Quincy.....25	30	30½	Com. & Farns'.....100		115
Consol. Coal.....			Atlantic (Mass.) 100	143	144	Ridge.....25	5½	6	Farmers' B'k of Md. 30	30	32
1st M., 7s, 1885. J&J.....			Barlett (Mass.) 100	30½	32	Rockland.....25	62½	75	Farmers' & Merch. 40	44	45
1st conv. 6s, '97 J&J.....			Bates (Me.) 100	170½	172	Silver Islet.....25	16	17	Farmers' & Planters 25	39	40
Cumber'd & Pa. 1st, '91.....			Boott Cot. (Mass.) 1000	x2000	2050	Star.....25	2	2½	First Nat. of Balt. 100	120	150
1st 1s, 6s, 1929. A&O.....	108	110	Boston Co. (Mass.) 1000	1340	1360	Sullivan (Me.) Silver 10	10	11	Franklin.....12½	7	7½
Reconstruct. certifi. 100	102	108	Boston Belting.....100	x162	163	Superior.....25	40	50	German American.....100		9½
2d M., 7s, 1901 J&J.....	178	82	Bost. Duck (Mass.) 700	930	935	Winthrop.....25	90	91	Howard.....1	9	9½
3d, 7s, 1886. M&S.....			Cambria Iron (Pa.) 50	95	100	<b>CAL. &amp; NEVADA MINING STOCKS.</b>			Marine.....30	32	34
Tun'l RR. 1st, 2, 9s, G.....	193	98	Chicopee (Mass.) 100	161	162	(At N. Y. Board.)			Mechanics.....11½	11½	11½
Mariposa Gold L. & M.....			Chicocheo (N. H.) 500	750	760	Alpha Consol G. & S. 100			Merchants'.....100	120	130
Cons. M., 7s, '86 J&J.....			Collins Co. (Conn.) 10	8½	9½	American Consol. 100			National Exch'ge 100	110	115
Reg. R. & N. 1st, 6s, J&J.....	93½	93½	Continental (Me.) 100	78	80	American Flag.....100			People's.....25	16	20
Full'n Palace Car.....	103	104	Dougl's Axe (Mass.) 100	101	103	Bechtel.....100			Second National 100	140	160
2d series, 8s, '81 M&N.....	106	110	Dwight (Mass.) 500	690	700	Belvidere.....100			Third National 100	105	108
3d series, 8s, '87 A&A.....	112	112½	Everett (Mass.) 100	139	140	Belle Isle.....100			Union.....75	75	79
4th do 8s, '92 F&A.....	104½	105	Franklin (Me.) 100	103½	106	Bertha & Edith.....100			Western.....20	33½	36
Deb't're 7s, '88 A&O.....			Great Falls (N. H.) 100	105	109	Best & Belcher.....100			<b>Boston.</b>		
Stlg. 7s, 1885. A&O.....			Hamilton (Mass.) 1000	1195	1200	Bobtail.....100			Atlantic.....100	145½	146
Rutland Marble.....			Hill (Me.) 100	270	275	Bodie.....100			Atlas.....100	121	122
7s, 1898.....M&S.....			Holyoke W. Power 100	240		Buckeye.....100			Blackstone.....100	110	110½
Spring Valley.....			Jackson (N. H.) 1000	1205	1225	Bullion.....100			Blue Hill.....100	100	
St. Charles Bridge, 7s.....	103½		Kearsarge.....100	57½	60	Central.....100			Boston Nat.....100	109	110
W. W. 1sts, 1906. M&S.....	101½		Lacomia (Me.) 400	535	550	City.....100			Boylston.....100	113½	114
Western Union Tel.....			Lancaster M. (N. H.) 400	800	825	Columbian.....100			Brighton (Nat.) 100	101	
7s, coup., 1900. M&N.....	117	118½	Lawrence (Mass.) 1000	1700	1710	Commerce.....100			Broadway.....100	94	
7s reg., 1900. M&N.....	117		Lowell (Mass.) 690	840	850	Commonwealth 100			Bunker Hill.....100	156	158
Stierl'g 6s, 1900. M&S.....	102	104	Lowell Bleachery 200	775	800	Continental.....100			Central.....100	105½	106
<b>MISCELLANEOUS STOCKS.</b>			Lowell Mach. Shop 500	102½	103	Crown Point.....100			City.....100	120	121
Amer. Dist. Tel.....25			Lyman M. (Mass.) 100	102½	103	Caledonia B. H. 100			Columbia.....100	141	
Amer. Dist. Tel. (Balt.).....	18	30	Manchester (N. H.) 100	170	171	Calumet & Hecla.....100			Commerece.....100	120	121
Atlan. & Pac. Tel. 100	43	43½	Mass. Cotton.....1000	1175	1185	Cashier.....100			Commonwealth 100	110	110½
Boston Land.....10	9½	9½	Merrimack (Mass.) 1000	1650	1670	Chrysolite.....100			Continental.....100	105½	106
Boston Water Power.....12½	12½	12½	Middlesex (Mass.) 100	225	235	Chollar-Potosi.....100			Eagle.....100	112	112½
Canton Co. (Balt.) 100	4½	5	Nashua (N. H.) 500	750	770	Cleveland Gold.....10			Elliot.....100	139	139½
Cent. N. J. L. d. Imp. 100	40		Naumkeag (Mass.) 100	112½	114	Consol. North Slope.....	3-06		Exchange.....100	139	139½
Cin. & Cov. B'dge pref. 130			N. E. Glass (Mass.) 375	76	80	Consol. Virginia.....100	2-95		Everett.....100	109	110
Equitable Tr. (N. Y.) 100			Pacific (Mass.) 1000	23½	235	Confidence Silver 100			Faneuil Hall.....100	125½	126
Farmers' Loan & Trust 25			Peabody (Mass.) 500	915	925	Crown Point.....100			First National.....100	185	
Gas & Stock Tel.....150			Pepperell (Me.) 500	915	925	Dalhousie.....100			First Ward.....100	97	
Louisville Bridge.....113½	114		Salmon Falls (N. H.) 300	375	380	Exchequer G. & S. 100			Fourth National 100	98	
Maverick Sew'g Mach. 10	x36	37	Sandw. Glass (Mass.) 80	30	34	Findley.....100			Freemans'.....100	114	116
Merc'ntile Tr. (N. Y.) 10	3½	3½	Stark Mills (N. H.) 1000	1375	1390	Gold Placer.....100			Globe.....100	106	107
N. E. Mtg. Secs. (Bost.) 107	108		Tremont & C. (Mass.) 100	139	140	Gould & Curry S. 100			Hamilton.....100	119	121
N. Hampshire Land 25	7½	8	Thorndike (Mass.) 1000	1000	1025	Grant.....100			Hide & Leather.....100	114½	115
N. Y. Life & Trust Co. 100	365		Union Mfg. (Md.) 25	21½	25	Grand Prize.....100			Howard.....100	114	116
O. Dominion S. S. Co. 100			Washington (Mass.) 100	50	55	Granville Gold Co.....			Manufacturers' 100	101½	102
Oregon Ry. & N. Co. 100	39½	40	West Sew. M's (Ct.) 25	20	23						

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

BANK STOCKS.			BANK STOCKS.			BANK STOCKS.			INSURANCE STOCKS.		
Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.	
Mt. Vernon.....	100	100	Hamilton.....	100	101½	Portland, Me.			New Orleans.		
New England.....	100	142	Hochelaga.....	100	98½	Cumberland Nat.....	40	55	Crescent Mutual.....	92	94
North.....	100	126½	Imperial.....	100	98½	Canal Nat.....	100	151	Factors' and Traders'.....	109½	110½
North America.....	100	111½	Jacques Cartier.....	100	70½	Casco Nat.....	100	144	Firemen's.....	53	53
Old Boston.....	50	61	Maritime.....	100	72	First Nat.....	100	144	Germania.....	78½	82
Pacific.....	100	112	Merchants'.....	100	95½	Merchants' Nat.....	100	144	Hibernia.....	94½	94½
People's.....	100	156	Molson's.....	50	80	National Traders'.....	100	142	Home.....	27½	27½
Redemption.....	100	132	Montreal.....	200	135½	Richmond, Va.			Hope.....	53	57
Republic.....	100	125½	Nationale.....	50	80½	City Bank.....	25	21½	Lafayette.....	40	40
Revere.....	100	114	Ontario.....	40	80½	First Nat.....	100	120	Merchants' Mutual.....	91	92
Rockland.....	100	120	Quebec.....	100	50	Grangers' B'k of C.....	100	93½	Mechanics' and Traders'.....	97½	98½
Second Nat.....	100	149	Standard.....	100	82½	Nat. Bk of Virginia.....	100	96	New Orleans Ins. Ass'n.....	32½	33½
Security.....	100	178	Toronto.....	100	125	Planters' Nat.....	100	114	New Orleans Ins. Co.....	54	55
Shawmut.....	100	121½	Union.....	100	67½	State Bank of Va.....	100	97	People's.....	20	20
Shoe & Leather.....	100	115½	Ville Marie.....	100	70½	St. Louis.			St. Mutual.....	103	105
State.....	100	118½	New Orleans.			B'k of Commerce.....	100	320	Teutonia.....	102½	102½
Suffolk.....	100	122½	Caual & Banking.....	100	106	Commercial.....	100	165	New York.		
Third Nat.....	100	110	Citizens'.....	100	52	Continental.....	100	80	American.....	50	130
Traders'.....	100	102½	Germania Nat.....	100	97	Fourth National.....	100	225	American Exch.....	100	98
Tremont.....	100	120½	Hibernia Nat.....	100	91½	International.....	100	90	Bowery.....	25	180
Union.....	100	144	Louisiana Nat.....	100	100	Mechanics'.....	100	80	Broadway.....	25	200
Washington.....	100	132	Metropolitan.....	95	100	Merchants', Old.....	7	7	Brooklyn.....	17	175
Webster.....	100	105½	Mutual Nat.....	100	103	St. Louis Nat.....	100	97½	Citizens'.....	20	190
Brooklyn.			New Orleans Nat.....	100	109	Third National.....	100	93½	City.....	17	118
Atlantic (State).....	130	140	State Nat.....	100	106	Valley National.....	100	99½	Clinton.....	130	130
Brooklyn.....	120	125	Union Nat.....	100	86	San Francisco.			Columbia.....	30	90
First National.....	203	90	New York.			Anglo-California.....	100	145	Commercial.....	50	110
Fulton.....	90	100	American Exch.....	100	116	Bank of California.....	100	145	Continental.....	100	175
City National.....	240	250	American Exch.....	100	116	First Nat. Gold.....	100	145	Eagle.....	40	175
Commercial.....	90	100	Bank & B'k'ers A.....	100	230	Grangers' B'k of C.....	100	93½	Empire City.....	100	95
Long Island.....	98	100	Broadway.....	25	225	Merchants' Exch.....	100	97½	Exchange.....	30	102
Manufacturers'.....	96	100	Butchers' & Drovers.....	110	110	Nat. Gold Bank & Tr. Co.	100	97½	Farragut.....	50	117
Mechanics'.....	180	185	Central National.....	100	118	Pacific.....	100	97½	Firemen's.....	17	95
Nassau.....	160	170	Chase National.....	100	131½	Wells, Fargo & Co.....	100	97½	Firemen's Trust.....	10	107
Brooklyn Trust.....	130	140	Chatham.....	25	110	FIRE INSUR'CE			Frank & Emp'um.....	115	115
Charleston.			Chemical.....	100	1700	STOCKS.			German-American.....	100	140
B'k of Chas. (N.B.A.).....	100	60	City.....	100	200	Baltimore.			Germania.....	50	137
First Nat. Chas.....	100	95	Citizens'.....	100	140	Associate Firemen's.....	6	7	Globe.....	50	112
People's National.....	80	85	Commerce.....	100	140	Baltimore Fire Ins.....	26	27	Greenwich.....	25	250
S. C. Loan & Tr. Co.....	100	40	Continental.....	100	110	Firemen's Insur'ce.....	33½	35	Guardian.....	100	65
Chicago.			Corn Exchange.....	100	160	Howard Fire.....	7	7½	Hamilton.....	15	130
Commercial Nat.....	100	155	East River.....	25	95	Maryland Fire.....	4	5	Hanover.....	50	160
Corn Exch. Nat.....	100	100	Eleventh Ward.....	25	95	Merchants' Mutual.....	50	60	Hoffman.....	50	90
Fifth National.....	100	210	First National.....	100	100	National Fire.....	11½	13	Hope.....	25	55
First National.....	210	210	Fourth National.....	100	118	Boston.			Howard.....	50	100
Hide and Leather.....	100	100	Fulton.....	30	100x	Alliance.....	100	145	Importers' & Trad.....	50	95
Home National.....	100	75	Fifth Avenue.....	100	275	American F. & M.....	100	142	Irving.....	100	60
Merchants' Nat.....	200	200	Gallatin National.....	50	140	Boston.....	100	145	Jefferson.....	30	130
Nat. B'k of Illinois.....	100	117	German American.....	75	85	Boylston.....	100	120	Kings Co. (B'klyn).....	20	170
Northwestern Nat.....	100	185	Germania.....	100	100	Commonwealth.....	100	89	Knickerbocker.....	40	50
Union National.....	100	185	Greenwich.....	25	95	Dwelling House.....	100	112	Lafayette (B'klyn).....	50	117
Un. Stock Y'ds Nat.....	100	100	Grocers'.....	30	100	Elliot.....	100	135	Lamar.....	100	102
Cincinnati.			Hanover.....	100	122	Elliot.....	100	135	Lehigh.....	25	95
First National.....	195	200	Importers' & Tr.....	100	235	Elliot.....	100	135	Long Isl'd (B'klyn).....	50	136
Fourth National.....	140	140	Irving.....	50	50	Elliot.....	100	135	Lordlard.....	25	70
German Banking Co.....	100	100	Leather Manuf's.....	100	135	Elliot.....	100	135	Manuf. & Builders.....	100	135
Merchants' National.....	115	115	Manhattan.....	50	150	Elliot.....	100	135	Manhattan.....	100	106
Nat. Lat. & Bk. of Com.	145	150	Manuf. & Merch's.....	20	100	Elliot.....	100	135	Mech. & Traders'.....	25	150
Second National.....	120	125	Marine.....	100	115	Elliot.....	100	135	Mechanics' (B'klyn).....	50	160
Third National.....	200	210	Market.....	100	121	Elliot.....	100	135	Mercantile.....	50	75
Cleveland.			Mechanics'.....	25	144	Elliot.....	100	135	Mercantile.....	50	75
Citizens' S. &.....	500	400	Mechanics' B. Ass'n.....	75	75	Elliot.....	100	135	Montauk (B'klyn).....	50	120
Commercial Nat.....	100	120	Mechanics' & Tr.....	25	96	Elliot.....	100	135	Nassau (B'klyn).....	50	150
First Nat.....	100	160	Mercantile.....	100	110	Elliot.....	100	135	National.....	37½	100
Merchants' Nat.....	100	120	Merchants' Exch.....	50	131½	Elliot.....	100	135	New York City.....	100	65
National City.....	100	125	Merchants' Exch.....	50	131½	Elliot.....	100	135	N. Y. Equitable.....	35	155
Ohio Nat.....	100	90	Metropolitan.....	100	149	Elliot.....	100	135	New York Fire.....	100	110
Second Nat.....	100	122	Nassau.....	100	90	Elliot.....	100	135	Niagara.....	50	140
Hartford.			New York.....	100	138	Elliot.....	100	135	North River.....	25	100
Ætna Nat.....	100	130	N. Y. Nat. Exch'ge.....	100	145	Elliot.....	100	135	Padre.....	25	200
American Nat.....	50	66	New York County.....	100	100	Elliot.....	100	135	Park.....	100	109
Charter Oak Nat.....	100	130	Ninth National.....	100	110	Elliot.....	100	135	Peter Cooper.....	20	180
City Nat.....	100	95	North America.....	100	105	Elliot.....	100	135	People's.....	50	105
Connecticut River.....	50	35	North River.....	50	105	Elliot.....	100	135	Phenix (B'klyn).....	50	130
Far. & Mech. Nat.....	100	116	Oriental.....	25	100	Elliot.....	100	135	Relief.....	50	85
First Nat.....	100	114	Pacific.....	100	124½	Elliot.....	100	135	Republic.....	100	75
Hartford Nat.....	100	160	Park.....	100	124½	Elliot.....	100	135	Rutgers'.....	100	160
Mercantile Nat.....	100	134	People's.....	25	100	Elliot.....	100	135	St. Nicholas.....	52	83
National Exchange.....	50	70	Republic.....	100	130	Elliot.....	100	135	Standard.....	50	125
Phenix Nat.....	100	160	Second National.....	100	100	Elliot.....	100	135	Star.....	100	102
State.....	100	112	Seventh Ward.....	100	130	Elliot.....	100	135	Sterling.....	100	112
Louisville.			Shoe & Leather.....	100	130	Elliot.....	100	135	Stuyvesant.....	25	110
Bank of Kentucky.....	100	131	State of N. Y.....	100	108	Elliot.....	100	135	Tradesmen's.....	25	100
Bank of Louisville.....	83	85	Tradesmen's.....	40	117½	Elliot.....	100	135	United States.....	25	105
Citizens' National.....	100	110	Union.....	50	117½	Elliot.....	100	135	Westchester.....	100	110
City Nat.....	100	113	Philadelphia.			Elliot.....	100	135	Williamsburg City.....	50	200
Commercial of Ky.....	100	9	B'k of N. America.....	100	260	Elliot.....	100	135	Philadelphia.		
Falls City Tobacco.....	89	90	Central National.....	100	200	Elliot.....	100	135	American Fire.....	100	320
Farmers of Ky.....	90	90	City National.....	50	65	Elliot.....	100	135	Franklin Fire.....	100	529
Farmers' & Drov.....	100	98	Commonwealth Nat.....	50	65	Elliot.....	100	135	Delaware Mutual.....	25	40
First Nat.....	100	106	Consolidation Nat.....	50	31	Elliot.....	100	135	Ins. Co. of N. Am'ca.....	100	33½
German Ins. Co.'s.....	100	100	Corn Exchange Nat.....	50	56	Elliot.....	100	135	Ins. Co. of Pa.....	200	200
German.....	100	100	Eighth Nat.....	100	90	Elliot.....	100	135	Pennsylvania Fire.....	100	36
German National.....	100	118	First Nat.....	100	132	Elliot.....	100	135	Lumbermen's.....	50	36
Kentucky Nat.....	100	132	Farmers' & Mech. N.....	100	132	Elliot.....	100	135	Spring Garden.....	50	122
Louisville Banking Co.....	100	165	Girard National.....	40	76	Elliot.....	100	135	United Firemen's.....	10	28½
Masonic.....	100	106	Kensington Nat.....	50	60	Elliot.....	100	135	Richmond.		
Merchants' Nat.....	100	106	Manufacturers' Nat.....	28	28	Elliot.....	100	135	City.....	25	23
Northern of Ky.....	100	97	Nat. B'k Commerce.....	100	102½	Elliot.....	100	135	Granite.....	100	78
People's.....	100	92	Nat. B'k German'n.....	50	55	Elliot.....	100	135	Merchants' & Mech.....	100	99
Second Nat.....	100	105½	Nat. B'k N. Liberties.....	125	125	Elliot.....	100	135	Piedm't & A. Life.....	100	100
Security.....	100	127	Nat. B'k Republic.....	100	95	Elliot.....	100	135	Virginia F. & M.....	25	32½
Third National.....	100	103	National Security.....	100	70	Elliot.....	100	135	Virginia Home.....	25	26½
Western.....	100	101	Penn National.....	50	70	Elliot.....	100	135	Virginia State.....	25	32½
West. Finan. Corp.....	100	100	Philadelphia Nat.....	100	190	Elliot.....	100	135	St. Louis.		
Mobile.			Second Nat.....	100	75	Elliot.....	100	135	American Central.....	25	32
Bank of Mobile.....	25	25	Sixth Nat.....	100	90	Elliot.....	100	135	Citizens'.....	100	102
First Nat.....	100	120	Southwark Nat.....	50	120	Elliot.....	100	135	Jefferson.....	100	103
Nat. Commercial.....	100	90	Spring Garden.....	50	120	Elliot.....	100	135	Marine.....	100	103
Montreal.			22d Ward.....	50	76	Elliot.....	100	135	San Francisco.		
British N. America.....	103	103½	Third Nat.....	100	76	Elliot.....	100	135	California.....	100	100
Commerce.....	50	119½	Union Nat.....	50	58	Elliot.....	100	135	Commercial.....	100	102
Dominion.....	50	120	Western Nat.....	50	85	Elliot.....	100	135	Firemen's Fund.....	100	102
Du People.....	50	72	West Philadelphia.....	100	106	Elliot.....	100	135	Home Mutual.....	100	102
Eastern Townships.....	50	99½				Elliot.....	100	135	State Investment.....	100	100
Exchange.....	40	47½				Elliot.....	100	135	Union.....	100	100
Federal.....	100	106½				Elliot.....	100	135	Western.....	100	100

\* Price nominal; no late transactions.

† Last price this month preceding April 29.



# Investments

AND

STATE, CITY AND CORPORATION FINANCES.

## THE INVESTORS' SUPPLEMENT.

The INVESTORS' SUPPLEMENT is issued every other month, and the next number will be published Saturday, June 26.

## ANNUAL REPORTS.

### Grand Rapids & Indiana Railroad.

(For the year ending December 31st, 1879.)

The annual report states that the mileage operated is 460.5 miles, having been increased 11.5 miles by the lease of the Allegan & Southeastern Road.

The following is a statement of earnings, expenses and net earnings on main line, 332 miles, Fort Wayne to Potoskey:

EARNINGS.			
	1878.	1879.	
Freight.....	\$699,557	\$795,058	
Passengers.....	425,882	467,829	
Express.....	17,238	15,578	
Mails.....	17,142	19,511	
Hire of cars.....	12,685	14,051	
Telegraph.....	7,820	10,463	
Interest and rentals.....	15,589	15,839	
Miscellaneous.....	4,712	6,798	
Total.....	\$1,200,629	\$1,345,134	

EXPENSES.			
	1878.	1879.	
Conducting transportation.....	\$225,665	\$243,932	
Motive power.....	187,886	212,496	
Maintenance of way.....	419,664	290,694	
Maintenance of cars.....	67,740	94,299	
General expenses.....	57,213	71,066	
Total.....	\$958,170	\$912,488	
Per cent of gross earnings.....	79.81	67.84	
Net earnings.....	\$242,458	\$132,645	

The gross earnings for the year have increased \$144,505, or 12 per cent. Expenses decreased \$45,682, or 4.76 per cent. Net earnings increased \$190,187, which is 78.4 per cent.

### FUNDED AND FLOATING DEBT.

At the end of the year there had been issued a total of \$987,000 of incomes in exchange for same amount of first mortgage seven per cent bonds, of which \$192,000 were exchanged during the year. This amount would have been larger had it been possible to purchase more bonds within the prescribed rates, par and interest. The loss in operation during the year has been \$58,685. Add to this \$26,320 for liability on account of Cincinnati Richmond & Fort Wayne Road, and the total deficiency has been \$85,006, against \$299,520 for 1878. There was paid the entire interest on the unguaranteed and \$70,000 on account of that on the guaranteed bonds during the year. Net decrease of floating liabilities was \$41,080; floating assets have increased \$38,978, making a total improvement of \$125,054.

The report gives very little information as to the land department and merely says the "land sales have been very good, although not so large as in 1878. We have sold 30,922 acres, including 'lands in common,' for \$359,007. We sold \$14,181 acres farming lands to 278 purchasers for actual settlement; average 51 acres to each. Average price per acre of the total sales to date has been \$13 95 an increase in average of \$1 62 since January 1st, 1879."

### GENERAL ACCOUNT, DEC. 31, 1879.

To cost of road, equipment, etc., to Dec. 31, 1879.....	\$11,092,085
To amount due by other companies in current account.....	136,015
To amount due by agents and conductors.....	21,811
To amount of cash on hand.....	176,947
To bills receivable.....	2,431
To stock of supplies on hand.....	60,008
To loss as shown by income account.....	1,644,386
	\$13,133,686
By capital stock.....	\$2,800,000
By funded debt.....	8,000,000
By amount due other companies in current account.....	37,925
By accounts payable.....	93,101
By bills payable held by Pennsylvania Co.....	336,839
By coupons held by Pennsylvania Co.....	137,502
By coupons held by Pennsylvania R.R. Co.....	1,724,668
By coupons matured and not presented.....	3,648
	\$13,133,686

### Allegheny Valley.

(For the year ending Dec. 31, 1879.)

The annual meeting was held at Pittsburg on April 13th. The annual report of Mr. John Scott, President, contained the following information:

### INCOME ACCOUNT.

	Earnings.	Expenses.	Net earnings.
River division.....	\$1,234,573	\$707,851	\$526,722
Low Grade division.....	505,252	269,543	235,709
Eligo branch.....	5,490	6,086	def. 596
Total.....	\$1,745,316	\$983,481	\$761,835

The earnings of the company for the year 1879 compare with those of 1878 as follows:—

	1879.	1878.	Decrease.
From freight.....	\$1,300,666	\$1,345,383	\$44,716
From passengers.....	393,021	482,494	89,473
From express.....	17,053	17,512	459
From mail.....	21,014	21,568	553
From rents.....	6,798	11,540	4,741
From miscellaneous.....	6,762	31,722	24,959
Total.....	\$1,745,316	\$1,910,222	\$164,905

The freight earnings show a decrease of \$44,716.

Decrease in crude oil freights, 682,164 barrels. \$205,010  
Decrease in refined oil freights, 182,483 barrels. 11,156

Increase in coal freights.....	\$83,545
Increase in lumber freights.....	29,777
Increase in miscellaneous freight.....	58,127
	171,450

Total decrease..... \$44,716

The steadily increasing development of coal, lumber and furnace-material traffic is gradually overcoming the loss of the crude oil trade, which has, to a great extent, been transferred to the northern or Bradford region.

The passenger earnings show a decrease of \$89,473, which is owing wholly to the loss of travel to and from the Parker oil district, in consequence of the continued developments in the Bradford region.

The expenses of conducting the business of the company for the same period were as follows:

	1879.	1878.	Decrease.
Conducting transportation.....	\$279,624	\$288,913	\$9,289
Motive power.....	221,189	235,574	14,385
Maintenance of cars.....	105,872	90,003	
Maintenance of way.....	307,802	309,294	1,492
Total operating expenses.....	\$914,488	\$923,786	\$25,165
General expenses and taxes.....	68,992	70,709	1,716
Total expenses.....	\$983,481	\$994,495	\$11,014

Increase in maintenance of cars in 1879 over 1878, \$15,868.

The net earnings for 1879 were..... \$761,835  
The net earnings for 1878 were..... 915,726

Decrease from 1878..... \$153,890

### Kansas City Fort Scott & Gulf.

(For the year ending December 31, 1879.)

The annual report of the company has the following:

The gross earnings were..... \$895,864  
The operating expenses (including taxes) were 62 85-100 per cent..... 56,053

The net earnings were..... \$332,811  
The annual interest charge of 7 per cent upon the \$4,000,000 first mortgage bonds of the company is..... 280,000

Leaving a surplus of net revenue for the year of..... \$52,811

This surplus, together with other cash assets, has been absorbed by payment for new equipment.

The report of twelve months' business of the road is given for convenience in making comparison. In reality, the present Kansas City Fort Scott & Gulf Railroad Company has had but a nine-months' existence, commencing with April 1, 1879. The net revenue of the land department during the nine months of 1879 was \$33,545, and, as none of it was required for payment of interest on the first mortgage bonds, this amount has been turned over to the trustees in conformity with the terms of the mortgage, and enough cash advanced to them from the land receipts of 1880 to enable them to make their first advertisement for the purchase of bonds under the sinking fund provision of the mortgage. As to the bonds and stock of other corporations owned by this company, the market value of these securities, January 1, 1880, is conservatively estimated as at least \$400,000, although they appear on the books of the company at the low valuation of \$240,006.

These securities are not covered by the mortgage, and the intention of the board is to reserve them as a fund to provide for any new equipment needed for the road, and for any other special expenditure. The estimated cost of additional equipment in 1880 for the increasing business of the road, as mentioned in the general manager's report, is \$200,000, and by applying proceeds of the sale of the above-mentioned securities to this and kindred purposes, the entire net earnings of the road should be left free for division among its stockholders. During the past year 13 3-10 additional miles of steel track were laid. Eighteen more miles, contracted for last October, will be laid in 1880. There have been added to the company's equipment 150 coal cars, two switching engines and one freight engine.

During the whole of 1879 the land commissioner sold 36,406 acres of land for \$160,733, being an average of \$4 40 per acre. Eighty-four town lots were sold for \$5,791. The cash receipts of the land department for twelve months, on sales of lands, town lots, contracts, royalties, taxes from delinquents, and profits on county orders, were \$164,119. From April 1 to December 31 there were sold 32,759 acres of land for \$139,678 and sixty-four town lots for \$4,676.

### GENERAL BALANCE SHEET, DECEMBER 31, 1879.

Credit.		
By common stock.....	\$4,000,000	
By contracts for preferred stock.....	2,750,000	
By first mortgage 7 per cent bonds.....	4,000,000	
By accrued interest on \$4,000,000 bonds from Dec. 1, 1879.....	23,333	
By bills payable.....	173,000	
By coupons due and not presented.....	9,481	
By income land account, for investment in bonds of this company.....	33,545	
	\$10,989,360	
Debit.		
To construction account, 1,599 miles of road, &c.....	\$9,976,312	
To equipment.....	401,706	
To material on hand.....	49,329	
To cash in hands of cashier.....	39,601	
To stock of the Kansas City Union Depot Company.....	3,409	
To cash in hands of treasurer.....	5,260	
To bills receivable, Boston.....	113,207	
To bonds and stocks of other corporations.....	240,005	
To miscellaneous balances.....	155,116	
To income account.....	5,321	
	\$10,989,360	

## Great Western of Canada.

(For the half-year ending Jan. 31, 1880.)

The report states that the revenue of the half-year compares with that of the corresponding period of Jan. 31, 1879, as follows:

	1879.	1880.
Gross receipts, including the Galt & Guelph (now incorporated with the main line and branches) £393,400		£461,140
Working expenses, including credits to reserve funds.....	260 322	281,952
	£133,078	£179,188
Loss on working leased lines, interest on bonds, debenture stock, &c.....	104,626	99,977
	£28,452	£79,211
Balance from previous half-year.....	747	6,260
Balance for dividend.....	£29,199	£72,951

The net result of the half-year's working is an improvement over the corresponding half-year of 1879 of £50,759. From the available surplus of £72,950 the directors recommend the payment of dividend on the five per cent preference stock for the entire year to January 31, 1880, amounting to £25,287, and a dividend on the ordinary shares for the half-year at the rate of 1½ per cent per annum, which will absorb £45,876, leaving a balance to be carried forward of £1,786. A comparison of the gross earnings on the main line and branches (including the Galt & Guelph) shows the following results:

Increase in local passenger earnings.....	£1,548
Increase in through passenger earnings.....	6,144
Increase in local freight earnings.....	23,873
Increase in local live-stock earnings.....	505
Increase in through freight earnings.....	33,950
Increase in mails, express freight and sundries.....	2,470
	£71,492
Decrease in through live-stock earnings.....	3,753
	£67,739

The total tonnage carried during the half-year was 1,041,532, against 813,954, an increase of 28 per cent; in consequence, however, of the extreme low rates current in the early part of the half-year, the average rate received for through freight business has not been quite so favorable as in the corresponding period of 1879. While the gross earnings have increased by £67,739, the working expenses show an excess of only £21,630 over the corresponding period of the previous year. The percentage of working expenses to gross receipts amounts to 61·14 per cent, as compared with 66·17 per cent, or, excluding transfers to reserve funds in both half-years, the comparison is 61·21 per cent, against 64·88. The earnings and working expenses per train mile for the last six corresponding half-years compare as follows:

Half-years ended Jan. 31—	Earnings per train mile.	Working expenses—Per train mile.	Per cent of gross receipts.
1875.....	8 8¼	4 11¼	74·38
1876.....	5 7	3 11¼	70·99
1877.....	4 9	3 8¼	78·11
1878.....	5 2½	3 3½	63·19
1879.....	4 11¼	3 2½	64·88
1880.....	5 5½	3 4	61·21

The charges to capital account for the half-year amount to £16,001. Five per cent perpetual debenture stock has been placed to the extent of £10,000, leaving on January 31 a balance at the debit of capital account of £7,932 6s. 10d. Excluding the Galt & Guelph (the receipts and expenses of which are incorporated with those of the main line and branches in the half-year to Jan. 31, 1880), the loss on working the leased lines amounts in the half-year to £11,831, against £15,462, showing an improvement of £3,630. The working of the Detroit Grand Haven & Milwaukee Railway Company has been satisfactory. From Nov. 15, 1878, when the interest on the bonds of the Detroit Grand Haven & Milwaukee Company commenced, to December 31, 1879, a period of thirteen and a half months, the revenue, after providing for interest on all of the bonds guaranteed by this company, and funds for renewal of permanent way and rolling-stock, exhibits a surplus of \$50,557. This amount, from which a dividend will be payable in respect of the share capital held by this company, is not available for the past half-year.

## Milwaukee Lake Shore &amp; Western.

(For the year ending December 31, 1879.)

This company was organized in 1875 by the bondholders, who bought the road at foreclosure sale.

From a summary of the years' operations recently published, we have the following:

	1879.	1878.
Gross earnings.....	\$315,942	\$250,130
Expenses.....	187,983	197,797
Net earnings.....	\$127,959	\$52,333

The net earnings were enough to pay interest on the bonded debt of \$1,345,000, and leave a moderate surplus. A further extension is in progress towards Colby on the Wisconsin Central.

## Cairo &amp; St. Louis.

(For the year ending December 31st, 1879.)

The report of Mr. H. W. Smithers, the Receiver, supplies the following:

"The operation of the road during the past year produced a net revenue of \$17,362, and, after deducting the deficit of the preceding year, the profit of the receivership has been—from its commencement until the 31st December, 1879—\$4,373. From this, however, there are probably some further charges, at present

unascertained, yet to be deducted, and it cannot be assumed that the Receiver has done more than pay his way. But the property has, in the meantime, been very much improved." \* \* "All matters in dispute with the trustees of the Cairo Trust Property have been happily adjusted by an issue of Receiver's certificates for \$15,000. This arrangement will relieve the undertaking from many of its difficulties as to access into the city of Cairo, which has heretofore been more or less interrupted at certain seasons by overflow. The six locomotives leased from Baldwin Locomotive Works have been purchased for \$21,000. To pay the cost and for interest and rental due from the Receiver, certificates for \$25,197 were issued. It is a matter for congratulation that this trade was closed before the recent large advance in prices. The cars leased from the late Mr. B. Sewall, of Boston, were purchased from him just before his death, for \$19,000, and certificates for \$20,486 were issued to pay the cost thereof, and interest and rental due from the Receiver." \* \* "In addition to the foregoing the Receiver has purchased new equipment up to the present date to the extent of 8 locomotives, 34 flat cars (8 wheels), 84 coal cars (8 wheels), 100 coal cars (8 wheels) and 2 coal cars (4 wheels), in order to accommodate growing traffic and to meet the demands of the contract with the Carbondale Coal & Coke Company." \* \* The Receiver regrets to report that the suits for recovery of local aid bonds have resulted adversely to the company. It is to be feared that nothing is to be hoped for from this source.

## REVENUE ACCOUNT FOR 12 MONTHS ENDING DECEMBER 31ST, 1879.

Debtor.	
Operating expenses—	
Conducting transportation, passenger.....	\$11,831
Conducting transportation, freight.....	30,090
Motive power.....	52,088
Maintenance of way.....	94,214
Maintenance of cars.....	13,589
General expenses.....	20,176
Total ordinary expenses.....	\$221,941
Balance, net earnings.....	\$48,917
To extraordinary expenses and other expenditures for 1879—	
Extraordinary expenses.....	\$8,857
Construction and equipment.....	8,430
Taxes.....	6,253
Payments on account of Cairo & St. Louis RR. Co., largely for legal expenses for cases occurring prior to appointment of Receiver.....	8,013—\$31,554
To balance revenue account.....	17,362
	\$48,917
Creditor.	
Earnings for 1879—	
Passenger.....	\$65,352
Freight.....	148,276
Express.....	40,787
Mail.....	4,066
Miscellaneous.....	7,977
	4,388
Total earnings.....	\$270,858

## Housatonic.

(For the year ending Sept. 30, 1879.)

The annual report, only recently published, gives the following. The general account is condensed as follows:

Common stock old.....	\$820,000
Preferred stock.....	1,180,000
Bonds.....	550,000
Bills payable.....	148,050
Accounts and balances and October expenses.....	79,988
Profit and loss.....	172,143
Total.....	\$2,950,182
Road and property.....	\$2,798,401
Stockbridge & Pittsfield Co.....	5,992
Materials.....	53,128
Cash and receivables.....	92,659
	\$2,950,182

## The earnings and expenses were as follows:

	1878-79.	1877-78.
Passage.....	\$177,543	\$175,017
Freight and milk.....	397,681	370,421
Mail, express, &c.....	24,435	24,974
Total.....	\$599,660	\$570,413
Expenses.....	349,815	350,472
Net earnings.....	\$249,844	\$219,941

## The income account was as follows:

Net earnings.....	\$249,844
State tax, &c.....	\$10,108
Rents of leased lines.....	79,564
Interest on bonds.....	35,500
Other interest, &c.....	12,384—137,557
Balance.....	\$112,287
Dividends on preferred stock, 8 per cent.....	94,400
Surplus.....	\$17,887
Balance at credit of profit and loss, Sept. 30, 1878.....	154,256
Balance at credit, Sept. 30, 1879.....	\$172,143

## Boston Water Power Company.

(For the year ending December 31, 1879.)

The annual meeting of the stockholders of the Boston Water Power Company was held in Boston, President Braman in the chair. The Treasurer's report said: No better security for payment of the bonds could be desired than the lands on the Back Bay, which are worth twice the amount of the company's bonded debt and interest, and are constantly increasing in value and demand. One parcel of land in the full basin has been sold for \$250 per foot, or \$400,000. Larger sales on the westerly side are under consideration. The report says that the trustees do not wish to sacrifice any of the property, but suggest that



large sales during the coming year will render smaller indebtedness at the close of the year. This will advance the value of the remainder and also the price of the bonds and stock. Agreements between the city of Boston, the Boston Water Power Company and land-owners have been made with the Boston & Albany Railroad Company for filling Commonwealth Avenue and the lands lying between Beacon Street and the railroad. Work has already commenced, and will be vigorously prosecuted, the liberal appropriations of the city government rendering this practicable. The city has also done much in filling in the park, appropriating \$120,000. Late in 1879 the trustees accomplished a very important work in releasing the underlying mortgages held by the Boston Five Cents Savings Bank. In June last the city took the deed of an additional parcel for the park, containing 77,987 feet, which was paid to the bank for the mortgages. There yet remain other lands within the park which will be conveyed to the city. The event of the greatest importance during the year was the settlement in full of all differences between Mr. Matthews and others. The papers were signed January 22, these parties receiving \$200,000 in bonds of the company and \$30,000 in cash. A full and complete release was given of all matters of difference in litigation or otherwise. By this settlement the bonded debt was fixed at \$2,148,000, and limited to that sum by the cancellation of \$427,000 of bonds, and an agreement was made to destroy \$225,000 in 1880. The \$30,000 paid in cash is in addition to the floating debt, and steps should be taken for its payment. It will be impossible to meet it by sales, and it is recommended that 3,000 new shares be issued, which the parties to the agreement are ready to take in payment at the rate of \$13 per share: \$5,000,000 can be realized on the company's property, enabling it to pay its bonds and leave an equity on the present market for land worth \$25 per share. The following financial statement closes the report:

ASSETS.	
470,785 feet land on Beacon Street and Commonwealth Avenue, at \$2.....	\$941,570 00
1,914,947 feet around the park (\$1 25).....	2,872,420 00
1,789,679 feet east of Parker Street, filled (1 25).....	2,237,098 00
18,700 feet Northampton Street (\$1).....	18,000 00
Land in Brookline.....	15,000 00
House on Carlton Street (in hands of trustees).....	3,000 00
Thirty-three shares of stock (\$13).....	445 00
Cash balance, March 31, 1880.....	3,184 56
	\$6,090,717 56
LIABILITIES.	
First mortgage bonds.....	\$2,148,000 00
Interest unpaid on same to April 1.....	670,335 00
Cash borrowed by trustees to pay underlying mortgage about.....	150,000 00
C. W. Wilder & Estabrook, mortgages and interest.....	34,000 00
Notes payable (due July 21, 1880).....	33,167 17
Mortgage on Northampton Street land.....	9,000 00
Dividend No. 16 (unclaimed) cash.....	410 00
Dividend No. 17 (script, payable in land at option of company).....	20,433 00
Taxes.....	50,000 00
	\$3,115,365 17

The cash receipts during the year have been \$168,701 55, and the cash expenditures \$165,516 99—leaving a balance on hand of \$3,184 56. Officers for the ensuing year were elected as follows, and the meeting adjourned: William B. Brown, clerk of corporation; Henry M. Whitney of Brookline, John Brown of Boston, William B. Brown of Marblehead, Peter Butler of Quincy, Francis B. Wallace of New York, William C. Whitney of New York, Jarvis D. Braman of Boston, directors.

## GENERAL INVESTMENT NEWS.

**Atlantic & Great Western.**—The *London Railway News* gives the following editorial comments on the Atlantic & Great Western First Leased Lines Rental Trust (Limited): "A scheme of reorganization of what has hitherto been known as 'The Leased Lines Rental Trust, 1872,' has been completed by the formation of a limited liability company with the above title. There are some advantages resulting from this change which do not appear to be very generally appreciated. The Trust, as originally formed, consisted of £1,100,000 bonds, bearing 7 per cent interest, secured upon the rent payable by the Atlantic & Great Western in respect of the Cleveland & Mahoning Railway's portion of that system. The coupons thus secured have been duly paid up to July, 1876. Consequent upon the reorganization of the Atlantic & Great Western Company, it has been deemed desirable to enter into new leases, and the rentals to be paid under these are to be collected and distributed by the company which has recently been formed. The rent to be paid for the six years ending 1884 is £55,000, after which it is to be increased to £66,000. The bonds of the original Trust at present outstanding amount to £1,074,000. The new company has been formed with a nominal capital of £1,611,000, which consists of £805,500 of debentures and an equal amount of ordinary stock. In exchange for each bond of \$1,000, or £200, the holder has received £150 of debentures and £150 of ordinary stock. The debentures bear 4 per cent interest. The rent to be paid for the next five years is £55,000, and this will provide 4 per cent on the debentures and leave available a sum of £22,780 for the ordinary shares, which is equal to 2½ per cent. With the increase to £66,000, the revenue will be sufficient to give 4 per cent to the ordinary as well as to the debentures. There are some other sources of revenue which will also come in aid of the dividends on the ordinary stock. Among others, a saving which may be effected by the issue of four per cent debentures to pay off the present seven per cent bonds of the Cleveland & Mahoning Company, and which would be equal

to a further 1 per cent on the ordinary stock. In addition to this, the ordinary stock possesses the entire reversion to the Cleveland & Mahoning Road after the termination of the lease.

The revenue of the company is secure beyond the possibility of failure. It is a rent-charge upon the best-paying portion of the Atlantic & Great Western system, and it is a charge which comes before the prior lien bonds, which are now about par. At the present time the ordinary shares, carrying a dividend, secured on a rent-charge, of 2½ per cent, with a certainty of increasing to 4 per cent in 1885, can now be purchased at 48. Persons who are in search of a really well-secured and progressive dividend-paying investment would probably find it in this ordinary stock of the 'Atlantic First Leased Lines Rental Trust (Limited).'"

**Chicago Rock Island & Pacific.**—The Chicago Rock Island & Pacific has been operating the Chicago & Southwestern Road from Atchison Junction to Atchison for some years past, but lately it has purchased the road outright, and now owns the entire line from Chicago to Atchison. The *St. Louis Globe-Democrat* says: "The managers of the Rock Island are now at Atchison to find a suitable location for extensive shops at that point. As long as the Rock Island did not own that property it did not care to make extensive improvements at its western terminus, because the Southwestern branch might have slipped sooner or later from its grasp; but now it means to make extensive improvements on the line, and place it in as good and substantial condition as its other lines. Negotiations are now pending between the managers of the Rock Island and Atchison Topeka & Santa Fe to run trains from Chicago through to Topeka.

**Chicago St. Louis & New Orleans.**—Mr. Moore, one of the engineers of the Illinois Central Railroad Company, is making a survey from Jackson, Tennessee, to the Tennessee River, a distance of about 45 miles. The new line is to pass through Lexington, and will be put under contract as soon as the survey is completed.

**Chicago & Tomah.**—This road has been sold to the Chicago & Northwestern Company. It is a narrow-gauge road, extending from Woodman, Wis., to Lancaster, 31 miles, with a branch from Dankloff Junction to Montport, 14 miles. An extension about eight miles, which is all graded, will carry this branch to McCormac, the terminus of the Galena & Wisconsin, which also has been bought by the Northwestern.

**Cincinnati Hamilton & Dayton.**—An exchange says that an understanding has been effected with regard to the future management of the Cincinnati Hamilton & Dayton Railroad, in connection with the Cleveland Columbus Cincinnati & Indianapolis. It is, that at the coming election for Cincinnati Hamilton & Dayton directors, the C. C. & I. Company shall name three and C. H. & D. nine. The president shall be of the C. H. & D. party, while the C. C. & I. Company will have a minority of the board and of the stock. They will be joined by some heavy stockholders of the C. H. & D., and thus have control. One saving of \$90,000 a year will be made by surrendering the lease of the Cincinnati & Baltimore track, and of the Cincinnati Indianapolis St. Louis & Chicago track, and running trains of the Dayton short line in on the C. H. & D. track from Ludlow Grove.

**Cincinnati.**—The sinking fund trustees offer for sale \$1,250,000 consolidated sinking fund coupon or registered five per cent bonds, 30-50 years, to bear date July 1st, 1880. Sealed proposals will be received until May 16th, proximo.

**Connecticut Western.**—The Treasurer of Connecticut, as trustee, has taken possession of this road, on the petition of persons holding \$1,289,000 worth of the bonds of the road, being more than one-third of the total amount of bonds. The treasurer will probably take steps for foreclosure.

**Dallas & Wichita.**—An injunction restraining the sale of the Dallas & Wichita Railway under a decree of foreclosure has been granted in the Federal court in Texas, and the motion to perpetuate the same will be heard at the June term. The sale had been fixed for Tuesday next.

**Georgia State Bonds.**—The State Treasurer of Georgia has issued a notice to holders of 4 per cent bonds of the State that he will redeem \$250,000 of them at par, upon presentation at the State Treasury, or at the National Park Bank in this city. Of this the *Macon (Ga.) Telegraph and News* says:

"It seems that Mr. Renfro, finding that the assets in ready money of the State would exceed by at least \$250,000 the sums which had been appropriated by the Legislature, in a note to the Governor said:

"I am clearly of the opinion that this large sum can be used under section 958 of the code to great advantage. All the 4 per cent bonds now outstanding can at once be redeemed at par, and, perhaps, some bearing a larger rate of interest than that. The prompt redemption of the 4 per cents will save the State \$6,000 per annum until their maturity, five years hence, thus saving to the State \$30,000."

"In accordance with this suggestion, Governor Colquitt issued the following notice:

"Ordered, That the Treasurer be, and he is hereby, authorized to redeem to the extent of said sum of \$250,000 the outstanding 4 per cent bonds and such other valid bonds of the State not due as can be redeemed at par."

**Kansas City Fort Scott & Gulf.**—This railroad company offers to its stockholders rights to subscribe for \$500 of stock and a \$1,000 bond for \$1,000, \$50 shares having the right to a subscription. The branch corporations, whose roads it is thus proposed to complete, and which will be leased to the Fort Scott Road for 7 per cent on the bonds, and the same dividends as are paid on Fort Scott common bonds, are thus described in the circular:

First.—Short Creek & Joplin Railroad Company, owning a road from Baxter Springs, Kan., to Joplin, Mo., its length being 15 1/2 miles, and costing ..... \$215,000

Second.—Memphis Kansas & Colorado Railroad Company (narrow gauge), owning a completed road from Cherokee east to the coal mines and zinc works at Wier City, six miles; and from Cherokee west to the city of Parsons, 26 miles; and which it is further proposed to extend from Parsons west to the line of the Kansas City Lawrence & Southern Road, 12 miles. The whole 44 miles to cost, with equipment ..... 300,000

Third.—Fort Scott Southern & Memphis Railway Company (extension) proposes to build from the southern terminus of its road southeasterly, in the direction of Springfield, Mo., 39 miles, at a cost of ..... 440,000

And fourth.—A corporation to be organized under the name of Rich Hill Railroad Company, for the purpose of constructing a road from a point on the Kansas City Fort Scott & Gulf Road, near Pleasanton, Mo., easterly to the coal fields of Bates and Vernon counties, Mo., a distance of 27 1/4 miles, at an estimated cost of ..... 370,000

Total ..... \$1,325,000

**Kansas City St. Jo. & Council Bluffs.**—The following circular has been issued:

26 SEARS BUILDING, BOSTON, April 17, 1880.

Holders of a majority of the income bonds and stock of the Kansas City St. Joseph & Council Bluffs Railroad Company have decided to accept what they consider an advantageous offer for the sale of their securities, with the agreement that the other holders of such shares and bonds may dispose of the same upon the same terms before August 1, 1880. The terms are as follows:

The purchaser agrees to pay \$72 50 per share for the stock of the Kansas City St. Joseph & Council Bluffs Railroad Company, and \$72 50 per share for the stock when issued, of the Nodaway Valley & Tarkio Valley Railroad Companies, and 90 per cent flat for income bonds of the Kansas City St. Joseph & Council Bluffs Railroad Company—the purchaser to have the option for three weeks from April 17, 1880, to pay in cash for the above-named securities, or in Chicago Burlington & Quincy Railroad Company's stock at \$125 per share. If cash is paid, interest is to be added at 6 per cent per annum on the purchase price from May 1, 1880, to date of payment. If paid in Chicago Burlington & Quincy Railroad Company's stock, the stock is to be delivered as soon as may be after the election is made to pay in stock. The mortgage bonds of the Kansas City St. Joseph & Council Bluffs Railroad Company to remain as they now are, and the mortgage bonds of the Nodaway Valley and Tarkio Valley railroad companies to be issued as originally proposed in the circular offering the same to the subscribers.

CHARLES MERRIAM.

**Lake Ontario Southern.**—This Company has recorded a trust deed to the Union Trust Company of New York for \$3,300,000 of coupon bonds at 6 per cent, gold, per annum, for the purpose of completing and equipping the road.

**Local Indebtedness of Ohio.**—The *Cleveland Leader* of April 24 says: "The State debt of Ohio has never been very oppressive, but the local indebtedness has increased with portentous rapidity during the last decade. In 1872, the first year in which returns of local indebtedness were made under the act of May 2, 1871, the entire local debts of the State amounted to but \$17,000,000 in round numbers. Of this, the debts of cities of the first and second classes footed up to \$11,495,591, and the debts of counties to about \$4,500,000. In 1872 and 1873 we were in the high tide of business prosperity, and our growing cities, like those of other States, rushed headlong into local improvement regardless of expense. From 1872 to 1876 inclusive the indebtedness of cities of the first and second classes increased several million dollars annually, and the reports for the latter year show the aggregate to have reached \$30,510,503. The last report, made in 1879, gave a total of local indebtedness in cities of \$36,036,069. In the incorporated villages the indebtedness yearly increased about \$300,000 from 1872 to 1879, while the debts of townships during the same period fell from \$447,238 to \$161,321. This moderation, however, only prevailed in the small villages and townships of the State. In the largest cities debts were accumulated with such supreme indifference that the total local indebtedness of the State in 1879 amounted to \$41,490,574. The great bulk of this increase was in the large cities, chiefly in Cincinnati, where the Southern Railroad was built, involving an expenditure of about \$17,000,000 in round numbers. The construction of this road by bonds issued by the city of Cincinnati was the first great step taken on the road to municipal indebtedness. Before that the Legislature seldom granted to a municipality the power to tax itself to construct a railroad. But the Cincinnati Southern opened the way, and lobbies thronged the State Capital at every session, asking authority to levy special taxes for some local purpose. The session which just closed passed a number of such bills. The first was to enable Lima, Ohio, to levy a tax and issue bonds to build machine shops. Then the Cincinnati Southern appeared in the Legislature again, asking permission to levy a tax of \$300,000 for terminal facilities. This petition was granted, and was immediately followed by a list of bills enabling cities and villages 'to levy a tax to build a railroad and lease or operate the same.' In nearly every bill an amendment was incorporated requiring that the question be submitted to a vote of the people, and that no tax should be levied unless two-thirds of the people favored it. It now rests with the people to determine whether they will tax themselves or not. It is to be hoped that many of the propositions will be voted down."

**Louisville New Albany & Chicago.**—The Louisville New Albany & Chicago Railroad directors have ordered the issue of \$3,000,000 first mortgage bonds on the road, the proceeds of the sale of which are to be used in improving the road. The improvements include relaying and straightening a portion of the track, new passenger coaches, locomotives, and other needed rolling stock.

**Maryland Union Coal Company.**—The Stock Exchange has admitted the securities of this company, which was organized for the purpose of mining, transportation and sale of coal. Incorporated under the laws of the State of Maryland (by special charter) January, 1868; amended 1872.

Capital stock, par value \$100 per share (non-assessable)..... \$5,000,000  
49,995 shares issued to James Boyce in payment for property conveyed to company, and five shares paid for in cash.  
Money expended in surface improvements..... \$150,000  
Money expended in underground improvements, exclusive of payments to miners and laborers..... 14,500  
Capacity of milling, mining and other machinery, 450,000 tons per annum.  
Rolling stock, cars and locomotives..... \$13,000  
Live stock..... 2,000  
Tools..... 2,800  
Cash in treasury..... 37,500  
Set aside for improvements..... 37,500  
Additional working capital to be paid into Treasury on or before April 20, 1880, by stockholders of company under contract..... 50,000

Principal offices—American Building, Baltimore, Md., and 111 Broadway, New York City.

Transfer office—111 Broadway, New York City.

Registrar—Union Trust Company.

Officers—President, John White, of New York; Treasurer, James Boyce, of Baltimore; Secretary, James Boyce, of New York.

Directors—James R. Keene, Wm. C. Kimball, James Boyce, Isaac Prince, J. A. Sprigg, John White.

**Memphis & Little Rock.**—It has been a matter of doubt for some time past as to what parties would obtain the control of this road. We are now informed, from reliable authority, that the St. Louis Iron Mountain & Southern Railway Company have carried off the prize, which will be another step towards giving them a monopoly of the traffic of the State of Arkansas. The audited net earnings of the Little Rock Road for the five months, November to March, inclusive, are \$174,749. The obligatory interest charges for the ensuing two years are only \$128,000 per annum and after 1883 the obligatory interest rises to \$225,500, which should leave a handsome surplus in net earnings without allowing for the natural growth of traffic. The road is now reported in good order. We understand that the credit of securing this road for the Iron Mountain is mainly due to Messrs. Levy & Borg, bankers, who succeeded in getting \$1,400,000 of the stock.

**New Orleans City Bonds.**—At New Orleans, April 27, Judge Billings, of the United States Circuit Court, granted an injunction restraining the City Council from modifying the budget so as to strike out the \$300,000 set aside in the December budget for redeeming premium bonds and paying the interest on them; also from refusing premium bonds drawn in payment of all dues.

—The *Public* says editorially: "New Orleans is in difficulty. The rapid and sudden fall in the price of its premium bonds, which had been growing in favor for some months prior to the adjournment of the Legislature, gave warning that there was some serious mischief afoot, and the explanation now appears in the New Orleans journals. The Legislature, it is stated, passed an act prohibiting the city from collecting during the year 1880 a tax of more than ten mills for any purpose whatever. But the premium bond act of 1876 obliged the city to levy a tax of fifteen mills, of which five mills were to be applied to the interest and the ultimate redemption of the bonded debt. Such a tax was devised by the city council in December, in the assumption that its right to do so would not be disturbed or questioned, the constitutional limitation not having taken effect. But the council now declares that ten mills barely suffice to carry on the city government, and that a revision of the budget will be made in compliance with the ten-mill act, leaving the public creditors without any provision whatever for interest or redemption. The correctness of this interpretation of the new act is disputed, and is to be tested in the courts. Some assert that the Legislature must have intended to limit only the tax in excess of that required by the contracts with public creditors, and that a tax of ten mills besides the interest and redemption tax of five mills can lawfully and should be levied. But it is commonly believed that the council will adhere to its position, and will refuse to levy a tax of more than ten mills in all, with the excuse that payment of a larger tax would be likely to be resisted in the courts, at least for a time successfully, by the taxpayers."

**N. O. Mobile & Texas.**—At New Orleans, La., April 24, the New Orleans Mobile & Texas Railroad was sold by the master in chancery, and purchased for account of the committee of the bondholders, Louis Von Hoffman, George Bliss and Oliver Ames, for \$4,000,000.

**Port Royal & Augusta.**—The following statement is made for the six months from Sept. 1, 1879, to March 1, 1880:

	1879-80.	1877-78.	Increase.	P. c.
Passage.....	\$25,238	\$20,092	\$5,146	25.6
Freight.....	142,281	106,905	35,375	33.1
Other sources.....	20,820	12,094	8,726	66.7
Total.....	\$188,340	\$139,091	\$49,248	35.4

**Quicksilver Mining Co.**—A decision favorable to the present owners of the preferred stock of the Quicksilver Mining Company has been rendered by Justice Barrett in the Supreme Court Special Term, in the suit of Margaret Manning, as administratrix, against the Quicksilver Mining Company and others. The *Tribune* reports: "The most important decision was that of the Court of Appeals, holding that the stock was properly issued. The decision of the referee, more recently rendered, held that the preferred stockholders were entitled to their dividends for all the years that such dividends had been retained, and that their claims took precedence of the bonded indebtedness. The entire dividends amounted to more than 60 per cent. The present suit was brought by the representatives



of one of the original stockholders who had disposed of his stock. It was claimed that the plaintiff was entitled to the dividends which occurred up to the time of the sale. The defendants demurred to the complaint, contending that each stockholder, when he sold his stock, relinquished all claim to dividends by not especially reserving them, and that no present stockholders were entitled to the entire amount of dividends. The demurrer was sustained. Justice Barrett, in his opinion, says: "The case is not at all like ordinary or even preferred stock transferred after the declaration of a dividend, nor is it analogous to those cases where the contract itself is equivalent to such a declaration. One reason why declared dividends do not pass with a transfer of the shares is that the act of the trustees in declaring the dividend implies the taking out of the assets of the company, and the setting apart of the required amount. A severance is thus effected, and the right to share in the amount thus set apart vests. But here there was no such setting apart; in fact no act of the company, and consequently no severance. The right to demand the interest may have attached, but only as an incident and in the sense to which we have referred. Further, there cannot be the slightest doubt as to the intentions of the parties where, as here, an unconditional transfer of the preferred stock has been made. No one would probably be more surprised than the transferor to learn that he had reserved these semi-annual interest payments. Expression should be given to this intention as evidenced by the instrument whereby the transfer was effected. Here there was no reservation upon the face of the instrument, and certainly there was no such reservation *dehors*. The conclusion is irresistible, both from the certificate itself, the nature of the original transaction, and the understanding as to subsequent transfers. The interest in question has never been detached or severed in any manner. It therefore, under all the special circumstances of this particular case, passed to the present holders as an incident to the shares. There must be judgment for the defendants on the demurrer, with costs."

**Quincy Missouri & Pacific.**—The election of directors was held April 28. The road will be turned over to the Wabash Company in about one month, when it will be completed to Milan. The following directors were elected: Messrs. Solon Humphreys of New York, Charles Ridgely of Springfield and Frank Ferris of Quincy, representing the Wabash Company; Henry Root, C. H. Bull, Amos Greene, J. F. Sawyer, W. B. Larkworthy, Elisher E. M. Miller, and John Wheeler, all of Quincy.

**Savannah & Memphis.**—By order of the committee named in the agreement of the bondholders, dated January 10, 1878, a meeting of the subscribers to said agreement will be held at room 4, No. 49 Nassau Street, New York, on the 28th day of April, 1880, at noon.

**Southern Minnesota.**—Notice is given to holders of Farmers' Loan & Trust Company certificates for construction bonds of the Southern Minnesota Railroad Company that the six per cent coupon bonds of the Chicago Milwaukee & St. Paul Railway Company, issued in exchange therefor, will be ready for delivery on and after May 3, 1880, at the rate of \$1,250 in 6 per cent bonds for each construction bond, with all its past-due coupons.

**Tennessee State Railroad Bonds.**—Argument in the test case on the lien of the bonds issued by the State of Tennessee on the railroads built in part by the proceeds of those bonds, was begun in the United States Circuit Court in Nashville, April 27.

**Township Bonds.**—The Missouri *Republican*, reviewing the United States Supreme Court decisions, recently said in an editorial that the third decision by the United States Supreme Court on the subject of Missouri township bonds, somewhat impatiently awaited for two years, was rendered in a case taken up from Pike County, and it affirms the Court's second decision, holding that township bonds are valid and binding, and must be paid. All the township railroad bonds in the State of Missouri were issued under the "Township Aid Act," authorizing such issues. This act appeared to be in violation of the State constitution, and in the Mount Pleasant (Bates County) case, which went up to the United States Supreme Court, about five years ago, it was so declared. The holders of township bonds, not satisfied with this, took up another case from Cass County, and asked for a rehearing. It was granted, and on the second trial the Court reversed its Bates County decision, and declared that the "Township Aid Act" was not invalid, fortifying its new decision with what it claimed were the rulings of the State Supreme Court on the same question. Subsequently, the State Supreme Court positively denied that its rulings possessed such a meaning, and, in a case brought before it, decided plainly and emphatically that the "Township Aid Act" was unconstitutional. As the United States Court has avowed the rule of being governed by the decisions of a State Supreme Court on all questions arising under its constitution, a third case, that of Cuivre Township, from Pike County, was taken up, in the expectation that the United States Supreme Court would adopt the last decision made by the Supreme Court of the State and thus put the question at rest forever. But the United States Court declined to do this. It recognizes its general obligation to follow the constitutional decisions of the Missouri Supreme Court, but declares that the rights of parties in the present litigation are to be determined by the law as it was judicially construed by the State Court at the time when the bonds in question were put on the market. "At that time," say the Court, "the State Supreme Court held, and had repeatedly held, that the 'Township Aid Act' was constitutional. It now thinks that act is un-

constitutional. This Court is of the opinion that it is not bound to adopt the latest ruling of the Supreme Court of Missouri, if, by such adoption, the rights which have become vested under an earlier ruling are to be injuriously affected."

**Valley, of Ohio.**—At the recent annual meeting the following statement was submitted for the year ending March 31:

Receipts from capital stock.....	\$8,364
From sale of first mortgage bonds.....	1,016,206
Miscellaneous.....	6,360
Total.....	\$1,030,931
Paid on road and equipment.....	\$749,991
Supplies.....	2,589
Floating debt paid.....	226,867
Cash and receivables.....	51,492
	\$1,030,931

The road is now in operation from Cleveland to Canton, 58 miles.

—The Maverick National Bank of Boston, whose card will be found on the first page of the CHRONICLE, has been one of the most prominent of Eastern institutions in the large operations attending the funding of Government bonds. Of the regular business of this bank the Boston *Globe* remarks: "One strong feature of the conservative management of the Maverick is shown by the fact that the larger part of its business has been the loaning of money on solid securities and discounting for out-of-town banks, taking business paper endorsed by the banks. The wisdom and success of this policy has been particularly demonstrated during the five or six years of the late depression, which thoroughly tested all business rules and the strong or weak points of all financial institutions. During this trying period the surplus of the Maverick has increased from a little over \$100,000 to more than its present capital, and the stock has risen from \$120 to \$200 per share."

—One of the most conservative and at the same time most promising of railroad enterprises, among those on a moderate scale, is the Houston East & West Texas RR. The road runs in a northeasterly direction from Houston, and has already over 60 miles in operation, on which the earnings are \$8,500 per month and the operating expenses only 30 per cent of gross earnings. The authorized issue of 20-year 7 per cent gold bonds on this narrow gauge road is only \$7,000 per mile, and much less than the full amount has yet been issued, as the surplus net earnings build about 25 miles per year. Mr. A. R. Hachfield, 17 Nassau Street, has a limited amount of these bonds for sale, and will give full information in regard to the enterprise.

—The firm of Sand Brothers & Co., bankers and brokers, of 54 Wall Street, have the following partners, viz.: Mr. Theodore V. Sand, late of Sand, Hamilton & Co., Mr. Max E. Sand, for the past ten years well known in the tea business, and Mr. Edward A. Petit, a member of the New York Stock Exchange. The members of this house have a high standing both in business and social circles, and have every prospect of a large and growing business.

—We present in our advertising columns of this issue the statement of several of our most prominent and strongest national banks, among which will be found the names of the Metropolitan, American Exchange, Continental, Bank of New York and Third National Bank. These institutions are, as a rule, increasing their gold reserves, and the better business of the present year will enable them, we believe, to increase their dividends.

—Messrs. J. H. Latham & Co., 52 William Street, are offering to investors a limited amount of the Cook County (Illinois) 4½ per cent twenty-year bonds. These bonds are issued in place of seven per cent bonds, which are falling due. The success of the negotiation of the five per cent bonds last year—now selling at 106—indicates the high credit of the county, and bespeaks an early sale of the bonds offered.

—Special attention is called to the card of Mr. Robert Murdoch, commission merchant, found in another column. This well-known house makes advances on consignments of cotton for sale in New York or Liverpool, and pays especial attention to the purchase of future contracts in Liverpool as well as in New York.

—The London & Lancashire Fire Insurance Company, of which Mr. James Yereance is the able manager in this city, now occupy their new and beautiful offices, corner Pine and William Streets, where parties desiring insurance in a first-class foreign company will hereafter find them.

—Messrs. J. & J. Stuart, the old and conservative banking house of 33 Nassau Street, will move on the 1st of May to the more accessible and convenient offices in the basement of the same building.

—Attention is called to the list of coupons paid on or after May 1 at the office of Messrs. Jesup, Paton & Co. This list, as will be seen, includes the Chicago & Alton and other important roads.

—Messrs. Lloyd & McKean, bankers and brokers, now occupy offices at No. 34 Wall Street, where their many friends will find ample conveniences for the transaction of business.

—The National Bank of the Republic will hereafter occupy the premises No. 33 Nassau Street, until their new building, corner Wall Street and Broadway, is completed.

—The patrons of Messrs. Coleman Benedict & Co. will now find them in their new offices at No. 24 Broad Street.

—Messrs. A. M. Kidder & Co. move on Saturday to their new offices at No. 18 Wall Street.

## The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, April 30, 1880.

General trade is without new features. The falling off in demand is chiefly felt by jobbers. Importers and commission houses are not carrying large stocks. The weather is generally favorable to spring business, but the South and West have continued to suffer from violent tornadoes, devastating considerable districts. The damage has been so serious that appeals are published soliciting aid for the sufferers. Hail storms are reported at the South which it is feared must have done injury to the crops. The navigation of the Erie Canal will, it is thought, be resumed this week. The money market has been somewhat disturbed by legislative action at Albany, but has become quieter and easy.

The market for provisions, after many variations, with a generally good movement, closes dull and without features of interest. To-day, old mess pork on the spot, \$10 50; new, \$11; new for May sold at \$10 85; for June at \$10 95; and for August at \$11 05; July quoted at \$10 90@11. Lard ruled about steady for "spot" lots, but futures showed some irregularity; prime new Western sold on the spot at 7-37½¢; for future delivery May sold at 7-35¢; June, 7-40¢; July, 7-45¢; August, 7-50¢; seller the year, 7-32½¢@7-30¢; refined to the Continent sold at 7-70¢. Bacon is quiet here at 7c. for long and short clear together. Butter has been weak and dull; tallow dull at 6@6 1-16c. Cheese has also declined somewhat. The following is a comparative summary of aggregate exports, from November 1 to April 24, showing a recent increase in the exports of lard.

	1879-80.	1878-79.	Increase.	Decrease.
Pork..... lbs.	35,049,000	40,905,400	5,857,400	
Bacon..... lbs.	413,674,428	471,692,650	58,018,222	
Lard..... lbs.	197,295,484	184,375,838	12,919,646	
Total..... lbs.	646,018,912	696,974,888	12,919,646	63,875,622

Rio coffee, with favorable news from Rio Janeiro, has latterly been more active at an advance to 14½c. for fair cargoes; mild grades have been firm during the last few days, though early in the week prices were depressed, especially for Laguayra; recent large receipts of this description made holders at one time anxious to realize, but sales of over 9,000 bags have steadied the market, and all grades have latterly sympathized with Rio; the prospective receipts of Maracaibo are reported to be heavy, but the close is steady at 13@17c., after sales during the past week of 3,500 bags. Rice has been quiet at rather easier prices. Molasses has been in fair demand for grocery grades and boiling stock has sold moderately; prices for foreign have ruled slightly easier. Raw sugar has been quiet, but about steady at 7½¢@7¼c. for fair to good refining; but there has been some business in cargoes to arrive, taken at "cost and freight" rates, including, it is reported, 1,000 tons Manila at 17s. 9d.; refined has sold fairly at unchanged prices. The following shows the movement in raw here:

	Hhds.	Boxes.	Bags.	Melado.
Receipts since April 1, 1880.....	83,631	10,370	248,543	1,723
Sales since April 1, 1880.....	41,660	4,304	211,815	2,779
Stock April 28, 1880.....	81,760	6,301	686,399	2,429
Stock April 30, 1879.....	40,817	26,414	653,360	2,101

The demand for Kentucky tobacco has continued fairly active, with a tendency towards better prices. The sales of the week are 900 hhds., of which 750 for export and 150 for home consumption. Prices are not decidedly higher, however; lugs still quoted at 4@5½c., and leaf 6@12c. There has been rather more doing in seed leaf, but the movement still lacks activity. The sales for the week are 1,156 cases, as follows: 500 cases, 1878 crop, Pennsylvania, 12c. to 22c.; 92 cases, 1877 crop, Pennsylvania, private terms; 380 cases, 1878 crop, New England, 13c. to 28c.; 8 cases, 1878 crop, Ohio, and 101 cases, 1879 crop, Wisconsin, from Havana seed, private terms. The movement in Spanish tobacco has been on a more liberal scale, and sales are to the extent of 600 bales Havana at 85c.@\$1 15.

Ocean freights have been very quiet during the past week; rates have ruled weak and very irregular at a much lower basis than a week ago. The engagements to-day included grain to Liverpool, by steam, 4½d., standard bushel; provisions, 27s. 6d. @35s.; beef, 5s. @5s. 6d.; cotton, by sail, ¼d.; grain to London, by steam, 4½d., 60 lbs.; do. to Leith, by steam, 6d., 60 lbs.; do. to Cork for orders, 4s. 9d., free elevating; do. to Hamburg, 4s. 3d., long lay days and free elevating; refined petroleum to the Continent, 2s. 9d.; do. to Trieste quoted at 8s. 9d.

Naval stores have been quiet but firm at \$1 37½¢@1 42½¢ for strained to good strained rosins; spirits turpentine closed at 32½¢@33c. Petroleum was again dull and wholly nominal at 7½c. for refined, in bbls.; United certificates have latterly advanced with a better speculation, closing to-day at 73½c., after selling at 75c. Metals have continued on their downward course. Business is very limited, and the whole market appears demoralized. Ingot copper remains quiet at 20½¢@21c. for Lake. Wool has latterly shown more steadiness, in sympathy with strong foreign advices and the reduced stocks at the several distributing centres in the east, though the movement is still unimportant.

## COTTON.

FRIDAY, P. M., April 30, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (April 30), the total receipts have reached 30,858 bales, against 36,714 bales last week, 38,910 bales the previous week, and 37,323 bales three weeks since, making the total receipts since the 1st of September, 1879, 4,633,867 bales, against 4,317,007 bales for the same period of 1878-9, showing an increase since September 1, 1879, of 321,860 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of four previous years are as follows:

Receipts this w'k at	1880.	1879.	1878.	1877.	1876.
New Orleans.....	12,449	5,195	10,893	6,477	8,986
Mobile.....	1,407	1,636	3,032	999	2,003
Charleston.....	2,540	744	1,222	2,013	1,492
Port Royal, &c.....	.....	.....	390	63	231
Savannah.....	1,149	2,979	1,495	733	2,578
Galveston.....	2,702	1,004	1,744	686	4,002
Indianola, &c.....	6	85	15	7	211
Tennessee, &c.....	6,515	4,991	7,712	2,203	2,603
Florida.....	28	121	127	37	17
North Carolina.....	117	299	893	572	888
Norfolk.....	3,793	3,800	2,932	2,661	2,785
City Point, &c.....	152	1,399	691	98	206
Total this week...	30,858	22,283	31,196	16,560	26,002
Total since Sept. 1.	4,633,867	4,317,007	4,113,803	3,839,630	3,941,356

The exports for the week ending this evening reach a total of 72,231 bales, of which 59,724 were to Great Britain, 3,005 to France, and 9,502 to rest of the Continent, while the stocks as made up this evening are now 598,877 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week ending April 30.	EXPORTED TO—			Total this Week.	Same Week 1879.	STOCK.	
	Great Britain.	France.	Continent.			1880.	1879.
N. Ori'ns	23,175	489	3,115	26,779	30,631	196,504	111,748
Mobile.....	.....	.....	.....	.....	.....	34,797	7,698
Charl't'n	8,169	2,508	.....	10,677	.....	18,115	9,879
Savannah.....	.....	.....	2,705	2,705	1,154	16,245	13,422
Galv'n	4,218	.....	1,359	5,577	.....	29,709	14,827
N. York.	18,977	8	2,323	21,308	3,474	250,296	174,542
Norfolk.....	.....	.....	.....	.....	.....	13,211	9,663
Other*.....	5,185	.....	.....	5,185	7,248	40,000	27,000
Tot. this week..	59,724	3,005	9,502	72,231	42,507	598,877	368,781
Tot. since Sept. 1.	2,110,468	326,979	742,873	3,180,320	3,162,791	.....	.....

\*The exports this week under the head of "other ports" include, from Baltimore, 2,333 bales to Liverpool; from Boston, 1,438 bales to Liverpool; and from Philadelphia, 1,165 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 29,724 bales, while the stocks to-night are 230,096 bales more than they were at this time a year ago.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add also similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver street:

APRIL 30, AT—	On Shipboard, not cleared—for				Total.	Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.		
New Orleans.....	34,254	5,544	5,560	567	45,925	150,579
Mobile.....	6,000	3,350	2,000	None.	11,350	23,447
Charleston.....	500	None.	3,900	50	4,450	13,765
Savannah.....	None.	None.	4,200	None.	4,200	12,045
Galveston.....	5,575	918	None.	None.	6,493	20,216
New York.....	19,700	5,200	None.	None.	24,900	215,896
Other ports.....	6,000	None.	None.	500	6,500	46,711
Total.....	75,029	9,812	20,760	1,117	116,218	482,659

\* Included in this amount there are 9,500 bales at presses for foreign ports, the destination of which we cannot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Apr. 23, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—			Stock.
	1879.	1878.	Great Britain.	France.	Other Foreign.	
N. Ori'ns	1408,262	1145,225	728,660	236,770	224,481	1189,914
Mobile.	341,539	334,163	71,762	6,791	13,455	92,008
Char'n	463,544	508,991	142,559	16,914	154,810	314,283
Sav'h.	713,499	689,103	185,105	18,950	213,059	417,114
Galv'n	453,458	542,577	194,906	21,785	47,304	263,993
N. York	183,124	142,972	297,135	20,108	42,492	598,735
Florida	20,027	55,934	.....	.....	.....	.....
N. Car.	101,957	132,927	22,668	1,177	10,447	34,292
Norfolk	679,174	537,774	214,591	1,479	5,840	221,910
Other.	243,425	185,058	193,338	.....	21,480	14,839
This yr.	4608,009	.....	2050,744	323,974	733,371	3108,089
Last year.....	4294,724	1830,168	389,792	900,324	3120,234	397,755

\* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City Point, &c.



There was a considerable advance in cotton for future delivery during Saturday and Monday of the week under review, but on Tuesday and Wednesday wide fluctuations followed, in which part of the advance was lost. The present crop showed the most strength, the next being weakened by accounts of the planting of a greatly-increased acreage for the next crop, and favorable weather for germinating the seed and giving the young plant a start. Yesterday the opening was lower, but the decline was soon recovered, and finally there was some advance on the closing figures of Wednesday, leading holders having again come forward in support of the market. To-day the opening was lower, but the close was at some further advance. Cotton on the spot has been moderately active for export, with a fair spinning demand. Quotations were advanced 1-16c. on Monday; on Thursday an early decline of 1-16c. was recovered. To-day white cotton was unchanged, but stained 1-16c. @c. lower.

The total sales for forward delivery for the week are 754,100 bales, including — free on board. For immediate delivery the total sales foot up this week 14,830 bales, including 12,470 for export, 1,943 for consumption, 417 for speculation, and — in transit. Of the above, — bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

April 24 to April 30.	UPLANDS.						NEW ORLEANS.						TEXAS.					
	Sat.	Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Ordin'y. 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Good Ord. 10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Ord. 11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Low Midd. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Str. L'w Mid. 11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4
Middling. 12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4
Good Mid. 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Str. G'd Mid. 12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4
Midd'g Fair. 13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4
Fair. 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Good Ordinary. 9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Strict Good Ordinary. 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Low Middling. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Middling. 12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

MARKET AND SALES.								
SPOT MARKET CLOSED.		SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex- port.	Con- sump.	Spec- ul't'n	Trans- sit.	Total.	Sales.	Deliv- eries.
Sat..	Quiet.....	3,000	152	100	....	3,252	1,352	700
Mon.	Steady, at 16 adv.	3,150	362	....	....	3,512	1,834	700
Tues.	Easy.....	1,800	344	....	....	2,140	1,178	900
Wed.	Steady.....	915	410	....	....	1,325	1,159	600
Thurs	Steady.....	2,305	417	317	....	3,039	1,049	600
Fri..	Firm, rev. quo....	1,300	262	....	....	1,562	96,900	600
Total.....		*	1,943	417	....	14,830	754,100	4,100

\* 12,470.  
The daily deliveries given above are actually delivered the day previous to that on which they are reported.

For forward delivery the sales have reached during the week 754,100 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For April.	Ct.	Bales.	Cts.	Bales.	Cts.	Bales.	Cts.
200.....	11-05	900.....	11-72	4,900.....	11-89	6,300.....	12-07
500.....	11-70	7,600.....	11-73	7,900.....	11-90	4,200.....	12-08
700.....	11-71	6,500.....	11-74	5,600.....	11-91	5,400.....	12-09
1,200.....	11-73	4,900.....	11-75	10,900.....	11-92	8,200.....	12-10
200 S. 90-11-79	11-70	10,700.....	11-76	9,000.....	11-93	8,300.....	12-11
100.....	11-79	7,400.....	11-77	8,100.....	11-94	10,900.....	12-12
400.....	11-83	1,600.....	11-78	11,100.....	11-95	4,900.....	12-13
		8,800.....	11-79	6,500.....	11-96	6,900.....	12-14
		9,900.....	11-80	9,500.....	11-97	5,800.....	12-15
		13,000.....	11-81	10,500.....	11-98	500.....	12-16
		17,000.....	11-82	7,400.....	11-99	3,300.....	12-17
		12,700.....	11-83	2,900.....	11-90	2,500.....	12-18
		13,300.....	11-84	3,200.....	12-01	100.....	12-19
		12,800.....	11-85	6,700.....	12-02	208,700	
		11,100.....	11-86	1,000.....	12-03		
		16,100.....	11-87	2,600.....	12-04		
		8,100.....	11-88	4,900.....	12-05		
		1,000.....	11-89	11,400.....	12-06		
		2,500.....	11-90	7,000.....	12-07		
		4,000.....	11-91	1,700.....	12-08		
		2,400.....	11-92	2,300.....	12-09		
		200 S. 1st. 11-72	11-93	8,300.....	12-10		
		5,700.....	11-72	2,900.....	11-94		
		14,000.....	11-73	190,400	11-95		
		4,500.....	11-74	7,700.....	11-96		
		100 S. 1st. 11-77	11-77	2,700.....	11-97		
		200 S. 1st. 11-78	11-78	7,500.....	11-98		
		1,500.....	11-79	5,800.....	11-99		
		2,200.....	11-77	204,400			
		1,600.....	11-77				
		1,100.....	11-76				
		3,200.....	11-77				
		900 S. 1st. 11-82	11-82				
		2,800.....	11-82				
		2,100.....	11-83				
		4,700.....	11-84				
		6,700.....	11-85				
		400.....	11-86				
67,700		5,100.....	11-87	13,000.....	12-05		

Sales.	Cts.	Sales.	Cts.	Sales.	Cts.	Sales.	Cts.
200.....	11-57	1,900.....	11-21	100.....	10-91	300.....	10-85
36,900.....		500.....	11-22	200.....	10-92	400.....	10-87
		2,100.....	11-21	100.....	10-93	200.....	10-88
		3,100.....	11-22	100.....	10-94	100.....	11-89
		900.....	11-23	300.....	10-95	300.....	10-90
		900.....	11-24	400.....	10-96	100.....	10-91
		300.....	11-25	300.....	10-97	100.....	10-92
		200.....	11-26	100.....	10-98	1,800.....	11-00
		1,000.....	11-27	2,300.....	11-00	300.....	11-01
		2,700.....	11-28	1,900.....	11-01	400.....	11-02
		200.....	11-29	500.....	11-02	600.....	11-03
		400.....	11-30	300.....	11-03		
		1,000.....	11-31	1,000.....	11-04		
		500.....	11-32	1,000.....	11-05		
		500.....	11-33	1,000.....	11-06		
		2,000.....	11-34	1,000.....	11-07		
		500.....	11-35	1,000.....	11-08		
		400.....	11-36	1,000.....	11-09		
		1,100.....	11-37	1,000.....	11-10		
		4,500.....	11-38	1,000.....	11-11		
				1,000.....	11-12		

The following will show the range of prices paid for futures, and the closing bid and asked at 3 o'clock, P. M., on each day in the past week.

Futures	Saturday.			Monday.			Tuesday.		
Market.	Higher.			Higher.			Lower.		
	For Day.		Closing.	For Day.		Closing.	For Day.		Closing.
	High.	Low.	Bid. Ask	High.	Low.	Bid. Ask	High.	Low.	Bid. Ask
April...	11-71-11-70	11-62-63	11-79-71	11-83-11-71	11-82	11-79-11-73	11-72	11-79-11-73	11-72
May...	11-75-11-64	11-65-66	11-85-11-70	11-84	11-80-11-70	11-82	11-86-11-72	11-72	11-86-11-72
June...	11-87-11-79	11-79	11-99-11-85	11-98	11-93-11-80	11-82	11-93-11-80	11-82	11-93-11-80
July...	12-00-11-89	11-90-91	12-01-11-99	12-08-09	12-08-11-99	11-90-91	12-08-11-99	11-90-91	12-08-11-99
August.	12-08-11-99	11-99	12-18-12-08	12-14-15	12-13-11-96	11-97-98	12-13-11-96	11-97-98	12-13-11-96
Sept'br.	11-78-11-72	11-70-72	11-85-11-73	11-82-83	11-81-11-67	11-65-67	11-81-11-67	11-65-67	11-81-11-67
October	11-25-11-20	11-22-24	11-31-11-24	11-30-32	11-28-11-12	11-13-15	11-28-11-12	11-13-15	11-28-11-12
Nov'ber	11-05-10-99	11-00-02	11-09-11-01	11-06-08	11-04-10-69	10-90-93	11-04-10-69	10-90-93	11-04-10-69
Dec'ber	11-01-10-96	10-98-1	11-05-11-07	11-03-05	11-02-10-90	10-89-91	11-02-10-90	10-89-91	11-02-10-90
Tr. ord.	11-65			11-85			11-75		
Closed.	Barely steady.			Firm.			Barely steady.		

Futures	Wednesday.			Thursday.			Friday.		
Market.	Irregular.			Variable.			Irregular.		
	For Day.		Closing.	For Day.		Closing.	For Day.		Closing.
	High.	Low.	Bid. Ask	High.	Low.	Bid. Ask	High.	Low.	Bid. Ask
April...	11-76-11-65	11-70-71	11-77-11-66	11-75-77	11-82-11-70	11-79-80	11-82-11-70	11-79-80	11-82-11-70
May...	11-86-11-73	11-80-83	11-81-11-72	11-84	11-89-11-76	11-83-85	11-89-11-76	11-83-85	11-89-11-76
June...	11-98-11-81	11-92-93	11-91-11-81	11-94	11-99-11-86	11-98-99	11-99-11-86	11-98-99	11-99-11-86
August.	12-04-11-89	12-00	12-01-11-90	12-01	12-07-11-92	12-06	12-07-11-92	12-06	12-07-11-92
Sept...	11-73-11-59	11-69-71	11-70-11-59	11-69-70	11-74-11-60	11-74	11-74-11-60	11-74	11-74-11-60
October	11-21-11-05	11-19-20	11-22-11-09	11-21-22	11-25-11-11	11-24	11-25-11-11	11-24	11-25-11-11
Nov...	10-95-10-85	10-92-93	10-97-10-83	10-97-99	11-00	10-99	11-00	10-99	11-00
Dec'ber	10-88-10-85	10-90-92	10-89-92	10-80	10-90-10-89	10-97-99	10-90-10-89	10-97-99	10-90-10-89
Tr. ord.	11-75			11-75			11-80		
Closed.	Steady.			Steady.			Firm.		

East Indian, Brazil, &c.—	1880.	1879.	1878.	1877.
Egypt, Brazil, &c., afloat.....	46,000	15,000	21,000	32,000
Total East India, &c.....	574,340	449,750	520,500	849,750
Total American.....	1,732,745	1,589,543	2,003,824	2,045,895
Total visible supply.....	2,307,085	2,039,293	2,524,324	2,895,645
Price Mid. Up., Liverpool.....	61 <sup>3</sup> / <sub>16</sub> d.	65 <sup>1</sup> / <sub>16</sub> d.	5 <sup>9</sup> / <sub>16</sub> d.	5 <sup>9</sup> / <sub>16</sub> d.

The above figures indicate an *increase* in the cotton in sight to-night of 267,793 bales as compared with the same date of 1879, a *decrease* of 217,239 bales as compared with the corresponding date of 1878, and a *decrease* of 588,560 bales as compared with 1877.

In the preceding visible supply table we have heretofore only included the interior stocks at the 7 original interior towns. As we did not have the record of the new interior towns for the four years, we could not make a comparison in any other way. That difficulty no longer exists, and we therefore make the following comparison, which includes the stocks at the 19 towns given weekly in our table of interior stocks instead of only the old 7 towns. We shall continue this double statement for a time but finally shall simply substitute the 19 towns for the 7 towns in the preceding table.

American—	1880.	1879.	1878.	1877
Liverpool stock.....bales	512,000	514,000	662,000	727,000
Continental stocks.....	139,000	253,000	370,000	397,000
American afloat to Europe.....	358,000	405,000	490,000	304,000
United States stock.....	598,577	568,781	429,328	545,415
United States interior stocks.....	204,154	78,962	75,560	107,534
United States exports to-day..	11,000	100	6,000	7,000

Total American.....1,823,031 1,619,843 2,032,879 2,087,949

East Indian, Brazil, &c.—	1880.	1879.	1878.	1877
Liverpool stock.....	202,000	121,000	225,000	397,000
London stock.....	35,900	54,000	11,750	44,500
Continental stocks.....	43,540	43,750	51,750	75,250
India afloat for Europe.....	247,000	216,000	211,000	301,000
Egypt, Brazil, &c., afloat.....	46,000	15,000	21,000	32,000

Total East India, &c.....574,340 449,750 520,500 849,750  
Total American.....1,823,031 1,619,843 2,032,879 2,087,949

Total visible supply.....2,307,371 2,069,593 2,553,379 2,937,699  
These figures indicate an *increase* in the cotton in sight to-night of 327,778 bales as compared with the same date of 1879, a *decrease* of 156,008 bales as compared with the corresponding date of 1878, and a *decrease* of 540,328 bales as compared with 1877.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1879—is set out in detail in the following statement:

	Week ending April 30, '80.			Week ending May 2, '79.		
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga.....	451	636	12,817	240	1,008	5,181
Columbus, Ga.....	163	810	8,208	324	437	4,289
Macon, Ga.....	44	1,850	34	347	1,008	
Montgomery, Ala	164	920	5,669	875	708	2,863
Selma, Ala.....	234	412	2,273	188	452	1,252
Memphis, Tenn..	1,445	9,499	71,444	2,136	3,826	31,397
Nashville, Tenn..	359	476	11,607	156	792	2,672
Total, old ports.	2,860	12,753	113,868	3,953	7,570	48,662
Dallas, Texas....	95	76	1,468	124	133	65
Jefferson, Tex....	75	125	200	89	300	583
Shreveport, La....	420	1,405	6,765	909	265	2,164
Vicksburg, Miss..	293	346	904	838	852	950
Columbus, Miss..	15	94	495	20	86	209
Eufaula, Ala.....	30	30	2,281	220	386	834
Griffin, Ga.....	5	29	943	14	250	225
Atlanta, Ga.....	71	229	9,241	135	4,586	2,099
Rome, Ga.....	149	343	3,660	199	201	686
Charlotte, N. C....	97	198	1,187	247	266	656
St. Louis, Mo.....	2,439	6,154	55,285	3,294	4,684	13,814
Cincinnati, O.....	2,304	3,848	7,867	4,593	3,713	8,015
Total, new ports	5,993	12,982	90,286	10,732	15,722	30,300
Total, all.....	8,853	25,635	204,154	14,685	23,292	78,962

\* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 9,893 bales, and are to-night 65,206 bales *more* than at the same period last year. The receipts at the same towns have been 1,093 bales *less* than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations, of that part of the crop which finally reaches the market through the out-ports.

#### RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Inter'r Ports			Rec'pts from Plant'ns		
	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
Feb. 13.....	120,090	150,941	119,854	233,103	190,765	345,975	113,485	127,489	107,913
" 20.....	109,736	134,328	115,307	289,085	182,246	327,064	103,318	125,809	99,416
" 27.....	94,349	110,047	102,905	210,935	170,438	316,672	78,599	98,239	82,883
Mar. 5.....	90,947	83,398	78,451	192,465	185,619	303,279	72,477	78,447	64,758
" 12.....	82,394	78,490	64,308	169,636	150,418	289,996	59,435	72,859	51,095
" 19.....	75,723	60,202	49,611	146,653	141,612	251,047	52,740	42,986	40,982
" 26.....	65,470	60,696	53,419	131,705	113,478	266,120	50,612	50,549	38,492
Apr. 2.....	59,886	54,288	47,393	119,991	116,809	259,223	48,082	39,699	40,496
" 9.....	51,391	44,851	37,323	108,633	107,005	252,495	40,033	34,977	30,595
" 16.....	39,018	40,187	38,910	95,797	91,968	238,556	38,362	25,148	24,971
" 23.....	38,858	38,183	36,714	89,142	87,294	220,936	32,019	31,511	19,094
" 30.....	31,196	32,888	30,855	75,550	78,069	204,154	17,604	13,951	14,078

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1879-80 were 4,835,720 bales; in 1878-79 were 4,390,317 bales; in 1877-78 were 4,172,871 bales.

2. That although the receipts at the out ports the past week were 30,858 bales, the actual movement from plantations was only 14,076 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 13,951 bales, and for 1878 they were 17,604 bales.

WEATHER REPORTS BY TELEGRAPH.—Considerable rain has fallen the past week at most points reported, but no harm to crops has resulted. In Texas the cotton is now all planted and the rain has been very beneficial.

*Galveston, Texas.*—We have had delightful showers on three days the past week, and the indications are that they extended over nearly the whole State and have proven very beneficial. A storm on Wednesday and Thursday traversed the State from north to south, doing much damage to buildings and fences; but crops are unhurt. Locally there was no damage of any sort done. The thermometer has averaged 75, the highest being 81 and the lowest 63. The rainfall for the week is one inch and eighteen hundredths, and for the month one inch and forty-one hundredths. Planting finished everywhere.

*Indianola, Texas.*—There have been drizzles during the week on five days and a high wind on one day, but no serious damage has been done. Crops doing well. The thermometer has ranged from 63 to 84, averaging 73. The rainfall is thirty-one hundredths of an inch. The rainfall for the month of April is forty-nine hundredths of an inch.

*Corsicana, Texas.*—It has rained splendidly on four days. We have had an unusually severe storm this week, and, although no serious damage has been done to crops, considerable injury has been inflicted on buildings and fences. Crop prospects are good, and planting is about completed in this vicinity. Average thermometer 71, highest 89 and lowest 52. The rainfall has reached two inches and eighteen hundredths. The rainfall for the month is five inches and eighty-seven hundredths.

*Dallas, Texas.*—We have had rain on four days during the week, the rainfall reaching one inch and five hundredths, which, although very welcome, was hardly enough. A wind storm which visited this place the past week blew down some buildings and fences, but otherwise did no serious damage. We have about finished planting in this neighborhood, more land having been given to cotton this year than last. Young crops doing well. The thermometer has averaged 71, the highest being 89, and the lowest 52. During the month of April the rainfall reached one inch and fifty hundredths.

*Brenham, Texas.*—Rain has fallen on three days the past week, with a rainfall of one inch and fifty hundredths, and has been very beneficial, but was unfortunately accompanied by a wind storm, which demolished some buildings and much fencing. Young crops unhurt and doing well. Planters in this vicinity have given increased land to cotton this year. The thermometer has ranged from 55 to 85, averaging 70. The rainfall for the past month is two inches.

*New Orleans, Louisiana.*—It has rained during the week on two days, with a rainfall of forty hundredths of an inch. The thermometer has averaged 76.

*Shreveport, Louisiana.*—The heavy rains of the fore and latter parts of the week have put the roads in a very bad condition. Average thermometer during the week 70, highest 84 and lowest 56. The rainfall has reached three inches and eighty-eight hundredths.

*Vicksburg, Mississippi.*—Rain has fallen during the past week on three days.

*Columbus, Mississippi.*—We have had an unusually severe storm this week. Rain has fallen on five days to a depth of four inches and fifty-four hundredths. The thermometer has averaged 72, the highest being 77 and the lowest 67. During the month of April the rainfall reached ten inches and twenty-hundredths.

*Little Rock, Arkansas.*—We have had acceptable showers on five days of the past week, with hard rain one night; the remaining two days have been clear, but the weather is quite cool for the season. Thermometer—highest 83, lowest 48, and average 65. Rainfall for the week, two inches and thirty-eight hundredths. Thermometer for April: highest 92, lowest 40, average 64. Rainfall during the month, four inches and fifty-six hundredths, with rain on fourteen days.

*Nashville, Tennessee.*—It has rained on three days the past week, the rainfall reaching one inch and forty-seven hundredths. The thermometer has averaged 67, the highest being 87 and the lowest 45.

*Memphis, Tennessee.*—Telegram not received.

*Mobile, Alabama.*—It has been showery one day, and we have had an unusually severe storm on one day during the week, the rainfall reaching ninety-three hundredths of an inch. Crop accounts are less favorable. We are having too much rain, but no serious damage has been done. The thermometer has ranged from 64 to 85, averaging 74. The rainfall for the past month is two inches and ninety-nine hundredths.



**Montgomery, Alabama.**—It has rained at this point on three days during the week, the rainfall reaching ninety-six hundredths of an inch. Average thermometer 72, highest 83 and the lowest 58. We are having too much rain, and the weather has been too cold.

**Selma, Alabama.**—We have had heavy rains on three days the past week. We are having too much rain, and the weather has been too cold.

**Madison, Florida.**—It has rained on one day during the week. The thermometer has ranged from 63 to 92, averaging 77. Planting is about completed in this neighborhood.

**Macon, Georgia.**—Rain has fallen during the week on two days, the rainfall reaching two inches and three hundredths; but the balance of the week has been pleasant. The thermometer has averaged 72, the highest being 85 and the lowest 53. The rainfall for the month is four inches and thirty-five hundredths.

**Columbus, Georgia.**—We have had rain during the week on one day, with a rainfall of fifty hundredths of an inch. Average thermometer 71, highest 80 and the lowest 60. The rainfall for the month of April is four inches and fifty-six hundredths.

**Savannah, Georgia.**—We have had rain on three days, with a rainfall of eighty-four hundredths of an inch, but the balance of the week has been pleasant. The thermometer has averaged 75, with an extreme range of 63 to 88.

**Augusta, Georgia.**—It rained (heavy and general) on four days the earlier part of the past week, the rainfall reaching two inches and ninety-one hundredths, but the latter portion has been clear and pleasant. Average thermometer 70, highest 88 and lowest 54. Planting in this section is nearly completed. At some points we have secured a good stand of cotton, and planters are chopping out. Accounts very favorable.

**Charleston, South Carolina.**—There have been heavy showers on one day the past week, the rainfall reaching seventy-two hundredths of an inch. The thermometer has averaged 73, the highest being 87 and the lowest 52.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock April 29, 1880, and May 1, 1879.

	April 29, '80.	May 1, '79.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark... 1 2 4 7	
Memphis.....	Above low-water mark... 24 6 17 4	
Nashville.....	Above low-water mark... 15 0 12 0	
Shreveport.....	Above low-water mark... 16 8 9 1	
Vicksburg.....	Above low-water mark... 41 10 33 3	

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

**GUNNY BAGS, BAGGING, ETC.**—Bagging has not changed in price, and the market continues in the same position noted in our last. The demand is of a jobbing character, but more inquiry is reported, with fair parcels moving, and nothing to be had below 10½c. for 1½ lbs., 11½c. for 2 lbs., and 11½c. for standard quality. Butts are in fair request, but no large lots are reported. The transactions are about 1,500 bales at full prices. For ordinary grades holders ask 3½c., but for standard qualities 3½c. is the lowest we hear named.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. First we give the receipts at each port each day of the week ending to-night.

PORT RECEIPTS FROM SATURDAY, APR. 24, '80, TO FRIDAY, APR. 30, '80.

Dys of week	New Orleans.	Mobile.	Charleston.	Savannah.	Galveston.	Norfolk.	Wilmington.	All others.	Total.
Sat.	1,558	200	569	196	406	975	4	1,232	5,140
Mon.	4,175	592	514	261	1,290	936	....	909	8,677
Tues.	1,420	36	421	180	85	592	28	1,154	3,916
Wed.	2,129	43	735	85	781	322	....	926	5,021
Thur.	590	104	194	249	92	648	46	1,349	3,272
Fri.	2,577	432	107	178	49	320	....	1,170	4,832
Tot.	12,449	1,407	2,540	1,149	2,702	3,793	78	6,740	30,858

The movement each month since Sept. 1 has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1879.	1878.	1877.	1876.	1875.	1874.
Sept'mb'r	333,643	288,848	98,491	236,868	169,077	134,376
October..	888,492	689,264	578,533	675,260	610,316	536,968
Novemb'r	942,272	779,237	822,493	901,392	740,116	676,295
Decemb'r	956,464	893,664	900,119	787,769	821,177	759,086
January.	647,140	618,727	689,610	500,680	637,067	444,052
February.	447,918	566,824	472,054	449,686	479,801	383,324
March...	264,913	303,955	340,525	182,937	300,128	251,433
April...	158,025	187,459	197,965	100,194	163,593	133,598
Tot Ap. 30.	4,638,867	4,307,978	4,099,790	3,834,786	3,921,275	3,319,082
Percentage of tot. port receipts April 30..	96'36	94'34	94'96	93'56	94'91	

This statement shows that up to April 30 the receipts at the ports this year were 330,889 bales more than in 1878-79 and 539,077 bales more than at the same time in 1877-78. By adding to the totals to April 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.
Tot. Mr. 31	4,480,842	4,140,519	3,901,825	3,734,592	3,757,682	3,185,484
Apr. 1....	5,922	9,393	15,764	8.	8,735	4,505
" 2....	8,298	5,570	9,834	5,311	8.	5,976
" 3....	6,524	6,785	6,649	6,277	15,839	5,160
" 4....	8.	11,236	5,114	4,836	7,094	8.
" 5....	8,237	5,491	14,158	3,083	9,576	8,578
" 6....	6,338	8.	5,817	4,915	4,493	8,437
" 7....	6,243	10,317	8.	3,162	10,114	6,045
" 8....	5,264	9,222	11,515	8.	6,441	4,485
" 9....	4,717	5,810	9,724	5,973	8.	7,523
" 10....	5,156	6,862	9,790	4,406	10,675	5,319
" 11....	8.	7,649	4,729	4,484	6,138	8.
" 12....	9,905	6,885	9,816	2,347	6,639	10,104
" 13....	7,353	8.	6,299	2,641	5,112	6,189
" 14....	5,696	8,081	8.	2,794	6,987	6,008
" 15....	4,746	6,566	7,629	8.	4,782	3,285
" 16....	6,054	5,199	5,707	5,136	8.	6,374
" 17....	6,299	4,350	6,484	2,579	6,759	2,983
" 18....	8.	9,106	4,910	4,682	5,231	8.
" 19....	9,291	4,423	7,987	1,561	4,698	6,077
" 20....	3,378	8.	5,557	2,724	2,865	3,469
" 21....	5,846	10,014	8.	4,995	6,478	3,897
" 22....	5,640	6,243	9,090	8.	3,714	2,843
" 23....	6,260	4,541	4,948	5,923	8.	3,426
" 24....	5,140	3,512	4,646	3,075	8,379	2,327
" 25....	8.	7,450	3,346	7,402	4,547	8.
" 26....	8,677	2,563	11,269	3,064	3,592	4,643
" 27....	3,916	8.	5,519	2,680	3,478	3,932
" 28....	5,021	4,026	8.	1,502	5,184	4,375
" 29....	3,272	3,270	7,474	8.	2,956	3,141
" 30....	4,882	3,395	4,190	4,640	3,007	4,447
Total.....	4,638,867	4,307,978	4,099,790	3,834,786	3,921,275	3,319,082
Percentage of total port receipts Apr. 30	96'89	94'34	94'96	93'56	94'91	

This statement shows that the receipts since Sept. 1 up to to-night are now 330,889 bales more than they were to the same day of the month in 1879, and 539,077 bales more than they were to the same day of the month in 1878. We add to the last table the percentages of total port receipts which had been received to April 30 in each of the years named.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to April 29.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1880	12,000	37,000	49,000	169,000	229,000	398,000	60,000	625,000
1879	5,000	25,000	30,000	114,000	183,000	277,000	44,000	442,000
1878	6,000	16,000	22,000	194,000	264,000	458,000	36,000	572,000
1877	10,000	38,000	48,000	236,000	232,000	468,000	58,000	702,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 14,000 bales, and an increase in shipments of 19,000 bales, and the shipments since January 1 show an increase of 121,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c. for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1880.....	6,000	3,000	9,000	124,000	36,000	160,000
1879.....	7,000	4,000	11,000	70,000	49,000	119,000
1878.....	.....	.....	.....	15,000	34,000	49,000
1877.....	15,000	18,000	33,000	59,000	24,000	83,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales less than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the corresponding weeks and periods of the two previous years, are as follows.

## EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1880.		1879.		1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	49,000	398,000	30,000	277,000	22,000	458,000
All other ports	9,000	160,000	11,000	119,000	.....	49,000
Total.....	58,000	558,000	41,000	396,000	22,000	507,000

This last statement affords a very interesting comparison of the total movement for the week ending April 29, and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments the past week and for the corresponding weeks of the previous two years.

Alexandria, Egypt, April 29.		1880.		1879.		1878.	
Receipts (cantars*)—							
This week.....				3,000		1,000	
Since Sept. 1		3,199,000		1,564,000		2,551,000	
Exports (bales)—							
To Liverpool.....		1,700		1,000		1,000	
To Continent.....		3,431		2,000		5,000	
		282,450		157,000		226,000	
		169,204		73,500		178,000	
Total Europe.....		5,151		3,000		6,000	
		451,654		230,500		402,000	



Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 12:30 P.M.	Mod. inq. freely supplied.	Firmer.	Firm.	Quiet	Dull and easier.	Dull.
Mid. Upl'ds	6 7/8	6 7/8	6 15/16	6 15/16	6 7/8	6 15/16
Mid. Orln's	6 15/16	6 15/16	7	7	6 15/16	6 7/8
Market, 5 P.M.	—	—	—	—	—	—
Rales.....	5,000	8,000	10,000	7,000	6,000	6,000
Spec. & exp.	500	1,096	1,000	1,000	1,000	1,000
Futures, Market, 5 P.M.	Firm.	Firm.	Steadier.	Very steady.	Steady.	Firm.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.		
Delivery. d.	Delivery. d.	Delivery. d.
April..... 6 15/16	Sept.-Oct. .... 6 35/32 @ 13 1/16	June-July .... 6 27/32 @ 7 1/8
Apr.-May .... 6 27/32 @ 13 1/16	Oct.-Nov. .... 6 1/2	July-Aug. .... 6 7/8
May-June .... 6 27/32 @ 13 1/16	April..... 6 27/32 @ 7 1/8	Aug.-Sept. .... 6 27/32
June-July .... 6 15/16	Apr.-May .... 6 27/32 @ 7 1/8	Sept.-Oct. .... 6 27/32
July-Aug. .... 6 15/16 @ 27/32	May-June .... 6 27/32	Oct.-Nov. .... 6 17/32
Aug.-Sept. .... 6 15/16 @ 7 1/8		
MONDAY.		
Deliv. v.	Delivery.	Delivery.
April..... 6 27/32 @ 7 1/8	Oct.-Nov. .... 6 15/16 @ 17 3/32	April..... 6 27/32
Apr.-May .... 6 27/32 @ 7 1/8	Nov.-Dec. .... 6 15/32	Apr.-May .... 6 27/32
May-June .... 6 27/32	May-June .... 6 7/8	May-June .... 6 15/16
June-July .... 6 27/32 @ 7 1/8	July-Aug. .... 6 27/32	July-Aug. .... 6 15/16
July-Aug. .... 6 7/8	Aug.-Sept. .... 6 15/16	Aug.-Sept. .... 6 27/32
Aug.-Sept. .... 6 7/8 @ 27/32	Sept.-Oct. .... 6 7/8	Sept.-Oct. .... 6 27/32
Sept.-Oct. .... 6 15/16 @ 27/32	June-July .... 6 27/32	
TUESDAY.		
Delivery.	Delivery.	Delivery.
April..... 6 15/16	May-June .... 6 27/32	Sept.-Oct. .... 6 27/32
Apr.-May .... 6 15/16	June-July .... 6 27/32	Apr.-May .... 6 27/32
May-June .... 6 15/16	July-Aug. .... 6 15/16	June-July .... 6 27/32
June-July .... 6 15/16	Aug.-Sept. .... 6 15/32	July-Aug. .... 6 7/8
July-Aug. .... 6 15/16	Apr.-May .... 6 27/32	Apr.-May .... 6 15/16 @ 27/32
Aug.-Sept. .... 6 15/16 @ 7 1/8	April..... 6 27/32	June-July .... 6 27/32
Sept.-Oct. .... 6 27/32 @ 13 1/16	Apr.-May .... 6 7/8	Aug.-Sept. .... 6 7/8 @ 27/32
Oct.-Nov. .... 6 7/8 @ 15/32	May-June .... 6 7/8	
Nov.-Dec. .... 6 1/2	Aug.-Sept. .... 6 15/16	
WEDNESDAY.		
Delivery.	Delivery.	Delivery.
April..... 6 15/16	Oct.-Nov. .... 6 1/2	Oct.-Nov. .... 6 15/32
Apr.-May .... 6 27/32 @ 13 1/16	Nov.-Dec. .... 6 1/2	April..... 6 27/32
May-June .... 6 27/32	Aug.-Sept. .... 6 15/16	Apr.-May .... 6 27/32
June-July .... 6 27/32	Sept.-Oct. .... 6 27/32	June-July .... 6 27/32
July-Aug. .... 6 27/32		July-Aug. .... 6 27/32
Aug.-Sept. .... 6 27/32 @ 7 1/8		
THURSDAY.		
Delivery.	Delivery.	Delivery.
April..... 6 15/16 @ 3/4	Oct.-Nov. .... 6 7/8	Sept.-Oct. .... 6 7/8 @ 27/32
Apr.-May .... 6 1/2	Nov.-Dec. .... 6 1/2	Nov.-Dec. .... 6 27/32
May-June .... 6 15/16 @ 3/4	Aug.-Sept. .... 6 15/16	Nov.-Dec. .... 6 1/2
June-July .... 6 15/16 @ 27/32	Apr.-May .... 6 27/32	Nov.-Dec. .... 6 1/2
July-Aug. .... 6 27/32 @ 13 1/16	May-June .... 6 27/32	
Aug.-Sept. .... 6 7/8 @ 27/32	June-July .... 6 1/2	
Sept.-Oct. .... 6 15/16	Aug.-Sept. .... 6 27/32	
FRIDAY.		
Delivery.	Delivery.	Delivery.
April..... 6 1/2 @ 27/32	July-Aug. .... 6 1/2	June-July .... 6 1/2
Apr.-May .... 6 1/2 @ 27/32	Aug.-Sept. .... 6 15/16 @ 27/32	July-Aug. .... 6 27/32
May-June .... 6 1/2 @ 27/32	Sept.-Oct. .... 6 1/2	Sept.-Oct. .... 6 27/32 @ 7 1/8
June-July .... 6 27/32 @ 27/32	Nov.-Dec. .... 6 15/16	

# BREADSTUFFS.

FRIDAY, P. M., April 30, 1880.

The flour market has been quite irregular. There was a better demand from the Provinces for the best grades, and these were found to be scarce; consequently there was a marked advance in prices, especially for choice No. 2 and superfine. Common shipping extras also did better, but medium extras from winter wheat were dull of sale, even when offered at reductions in prices. Patents have also been scarce and higher. To-day the market was dull and prices barely sustained. Rye flour and corn meal are scarce and firmer.

The wheat market shows a material decline in winter growths, owing to a falling off in the demand from the Continent. Spring growths, being wanted to some extent for the English markets, have been better supported, yet are somewhat lower. There have been strong speculative efforts to check the downward course of values, but with only temporary and partial results. The business yesterday was down to \$1 26 for No. 2 red winter on the spot, \$1 24 1/4 for May and \$1 22 1/4 for June; \$1 22 for No. 2 white on the spot, \$1 20 1/2 for May and \$1 20 for June, and about \$1 21 for No. 2 spring. To-day there was a decided recovery, with sales of futures, including No. 2 red winter, at \$1 27 1/4 for May, and \$1 25 1/2 for June. After 'Change the market further improved, with sales of No. 2 red winter at \$1 28 for May and \$1 26 for June.

Indian corn was advanced on the spot, owing to the break in the Erie Canal near Utica, and on Wednesday No. 2 mixed

sold at 54@54 1/2 c. on the spot; but the close was at 53 3/4 c. on the spot and 47 c. for May, June and July. White corn has been in fair supply, and sold at a little above the prices for mixed; but yellow is scarce and relatively dear. To-day No. 2 mixed was lower on the spot at 52 1/2 @ 53 c., but firmer for futures at 47 1/2 c. for May and 47 1/2 c. for June. Receipts at Western markets have materially decreased.

Rye has been in limited demand, but, the supply being small, prices are maintained. To-day a boat-load of Canada sold at 89 c. for the first half of May. Barley has been in fair request, but as the end of the malting season approaches prices are more or less nominal. Oats have been declining for some days past, but with considerable activity in spots and early futures; No. 2 mixed selling largely for May at 38 c. @ 38 1/2 c. The market to-day was dull, with No. 2 graded quoted at 39 1/2 c. for mixed and 46 c. for white.

Statement of exports of domestic breadstuffs from the under-mentioned customs districts of the United States, during the month of March, 1880, and the nine months ended the same, as compared with similar exports during the corresponding months of the previous fiscal year:

Customs Districts.		Barley.		Indian corn.		Indian corn meal.		Oats.		Rye.	
		Bush.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	Bushels.	Dollars.	Bush.	Dollars.
New York.	153,315	120,000	3,014,095	1,867,214	1,836	61,563	12,264	5,856	187,265	187,116	187,116
Boston.	40	50	1,067,460	1,544	12,446	7	6,250	1,877	1,212	1,212	1,212
Philadelphia.	13,018,419	3,018,419	1,697,813	5,068	1,691	2,105	1,212	1,212	1,212	1,212	1,212
Baltimore.	41,264	2,774	6,395	2,980	1,495	1,495	1,495	1,495	1,495	1,495	1,495
New Orleans.	28,850	12,000	68,472	34	68	68	68	68	68	68	68
San Francisco.	90,478	5,182	186,270	102,098	29,223	29,223	29,223	29,223	29,223	29,223	29,223
New Haven.	5,012	3,610	180,343	102,098	34	68	68	68	68	68	68
Portland.	248,845	177,848	1,157,935	6,634,423	89,338	12,718	283,560	1,861,167	1,861,167	1,861,167	1,861,167
Detroit.	32,270	14,439	5,082,907	32,323,629	324,305	657,617	393,201	2,317,457	1,861,167	1,861,167	1,861,167
Richmond.	405,364	327,976	1,237,216	2,197,317	287,458	780,737	4,090,697	1,247,439	2,676,582	1,861,167	1,861,167
Total, 9 mos. ended March 31, 1879.	78,036,139	78,036,139	84,321,879	3,356,611	118,821,631						
Total, 9 mos. ended March 31, 1880.	78,036,139	78,036,139	84,321,879	3,356,611	118,821,631						
Wheat.		Wheat flour.		Total values for the month of—		Total values for the nine months ended—		FLOUR.		GRAIN.	
		Dollars.	Barrels.	Mar. 1880.	Mar. 1879.	Mar. 1880.	Mar. 1879.	No. 2.....	Superfine State and Western.	Wheat—	No. 3 spring.
New York.	4,431,065	6,673,601	217,329	1,303,732	\$7,358,776	\$93,861,529	\$72,339,541	4 25 @ 4 75	4 80 @ 5 10	bu. \$1 15	@ 1 17
Boston.	1,298,141	1,732,229	36,817	2,297,898	1,046,929	10,411,009	15,716,736	4 80 @ 5 10	5 25 @ 5 50	121	@ 1 23
Philadelphia.	634,092	938,838	9,747	70,850	2,329,117	1,091,197	20,549,438	5 25 @ 5 50	5 40 @ 5 75	124	@ 1 23
Baltimore.	1,637,394	2,380,661	4,778	348,319	4,429,696	3,391,203	44,833,482	5 40 @ 5 75	5 40 @ 5 75	127 1/2	@ 1 23
New Orleans.	1,732,250	2,312,215	2,215	13,814	1,174,041	862,932	6,388,235	5 40 @ 5 75	5 40 @ 5 75	120	@ 1 24
San Francisco.	3,320	3,984	386	2,214	2,713	2,138	4,520	5 40 @ 5 75	5 40 @ 5 75	123 1/2	@ 1 24
New Haven.	235,800	304,360	1,150	1,030	1,030	48,473	48,473	5 40 @ 5 75	5 40 @ 5 75	51	@ 53
Portland.	9,286	11,140	13,325	75,684	84,530	1,284,069	1,284,069	5 40 @ 5 75	5 40 @ 5 75	52 1/2	@ 53
Detroit.	7,327,245	10,713,223	337,457	2,159,109	\$19,977,719	14,293,090	152,632,226	5 40 @ 5 75	5 40 @ 5 75	55	@ 54
Richmond.	7,041,243	7,406,634	477,825	2,592,647	1,905	2,592,647	1,905	5 40 @ 5 75	5 40 @ 5 75	52	@ 50
Total, 9 mos. ended March 31, 1879.	78,036,139	84,321,879	3,356,611	118,821,631				5 40 @ 5 75	5 40 @ 5 75	43	@ 40
Total, 9 mos. ended March 31, 1880.	78,036,139	84,321,879	3,356,611	118,821,631				5 40 @ 5 75	5 40 @ 5 75	34	@ 40
								5 40 @ 5 75	5 40 @ 5 75	80	@ 1 05
								5 40 @ 5 75	5 40 @ 5 75	70	@ 70
								5 40 @ 5 75	5 40 @ 5 75	62	@ 62
								5 40 @ 5 75	5 40 @ 5 75	83	@ 95

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2.....	4 25 @ 4 75	Wheat—	bu. \$1 15 @ 1 17
Superfine State and Western.	4 80 @ 5 10	No. 3 spring.	121 @ 1 23
Spring wheat extras.	5 25 @ 5 50	Amber winter.	124 @ 1 23
do XX and XXX.	5 40 @ 5 75	Red winter, No. 2.	127 1/2 @ 1 23
Winter shipping extras.	5 40 @ 5 75	White.	120 @ 1 24
do XX and XXX.	5 40 @ 5 75	No. 1 white.	123 1/2 @ 1 24
Patents.	5 40 @ 5 75	Corn—West, mixed.	51 @ 53
Western "rye mix."	5 40 @ 5 75	West'n No. 2, new.	52 1/2 @ 53
City shipping extras.	4 90 @ 5 00	West, yellow, new.	55 @ 57
Southern, bakers' and family brands.	5 75 @ 6 75	West, white, new.	52 @ 54
South'n ship'g extras.	5 25 @ 5 65	Oats—Mixed.	42 @ 40
Rye flour, superfine.	4 60 @ 4 90	White.	33 @ 30
Corn meal—		Barley—Canada W.	80 @ 1 05
Western, &c.....	2 50 @ 3 00	State, 4-rowed.	70 @ 70
Brandywine, &c.....	3 15 @ 3 20	State, 2-rowed.	62 @ 62
		Pens—Can'da, b. & c.	83 @ 95

(From the "New York Produce Exchange Weekly.")

## Receipts of flour and grain at Western lake and river ports for the week ending April 24, 1880:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	44,311	105,633	505,830	326,951	6,946	1,346
Milwaukee.....	35,949	60,740	31,833	28,900	8,962	9,000
Toledo.....	.....	255,329	427,108	18,399	.....	.....
Detroit.....	4,075	106,206	11,510	1,134	2,613	.....
Cleveland.....	2,085	15,300	36,900	8,960	1,800	.....
St. Louis.....	24,016	105,129	263,560	88,179	38,988	5,950
Peoria.....	4,100	4,295	261,200	153,450	11,500	8,475
Duluth.....	.....	.....	.....	.....	.....	.....

Total..... 114,536 652,632 1,537,941 625,977 70,809 24,771  
Same time '79. 108,719 895,267 1,824,678 564,960 65,438 75,984

## Total receipts at same ports from Jan. 1 to April 24, inclusive, for four years:

Flour..... bbls.	1880.	1879.	1878.	1877.
Flour..... bbls.	1,779,637	2,094,418	1,911,139	1,355,325
Wheat..... bush.	13,089,454	17,786,224	18,157,452	5,225,301
Corn..... bush.	40,436,966	23,242,798	23,479,232	20,585,868
Oats..... bush.	6,772,232	7,144,094	6,342,521	4,507,265
Barley..... bush.	1,999,705	1,911,296	2,302,536	1,807,717
Rye..... bush.	681,706	914,698	1,243,041	673,519

Total grain..... 62,980,063 50,999,110 51,525,082 32,799,870

## Total receipts (crop movement) at the same ports from Aug. 1 to April 24, inclusive, for four years:

Flour..... bbls.	1879-80.	1878-79.	1877-78.	1876-77.
Flour..... bbls.	4,106,482	4,838,974	4,683,533	4,009,017
Wheat..... bush.	75,473,884	73,374,990	61,642,743	34,618,286
Corn..... bush.	84,938,596	63,313,193	58,568,818	59,335,769
Oats..... bush.	21,185,666	23,104,104	18,754,078	15,553,055
Barley..... bush.	9,866,584	8,953,042	8,781,696	7,873,367
Rye..... bush.	3,633,694	3,871,041	3,219,858	2,531,903

Total grain..... 195,098,424 173,116,370 150,987,223 119,911,480

## Comparative shipments of flour and grain from the same ports from Jan. 1 to April 24, inclusive, for four years:

Flour..... bbls.	1880.	1879.	1878.	1877.
Flour..... bbls.	1,522,217	2,181,115	1,909,980	1,298,527
Wheat..... bush.	9,053,868	11,477,828	16,265,408	4,038,048
Corn..... bush.	28,317,378	15,617,392	17,130,979	13,220,248
Oats..... bush.	5,037,854	5,136,965	3,049,270	3,113,240
Barley..... bush.	1,216,888	1,631,132	1,296,968	1,106,106
Rye..... bush.	572,963	616,666	951,840	384,411

Total grain..... 44,193,843 34,479,943 38,694,465 21,862,053

## Rail shipments from same ports for the last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Apr. 24.....	116,770	1,025,043	2,383,850	476,906	58,095	41,073
Apr. 17.....	81,696	940,573	2,275,624	463,965	82,286	42,288
Apr. 10.....	102,942	1,514,676	5,471,394	512,037	83,906	148,304
Apr. 3.....	124,994	2,185,550	3,213,295	426,347	88,120	42,232
Total, 4 wks.....	426,402	5,665,842	11,740,263	1,879,255	312,317	273,907
4 weeks '79.....	514,781	4,021,723	6,021,189	1,494,432	399,013	247,503

\* 13,344,163.

## Receipts of flour and grain at seaboard ports for the week ended April 24:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	59,316	698,441	522,852	197,998	18,150	19,044
Boston.....	32,125	51,800	356,967	21,850	10,500	.....
Portland.....	1,500	28,000	12,000	1,500	.....	.....
Montreal.....	8,281	3,600	.....	1,170	.....	180
Philadelphia.....	9,790	268,000	811,200	90,400	500	1,500
Baltimore.....	20,501	456,400	188,900	11,200	.....	1,000
New Orleans.....	25,427	42,490	517,185	5,977	.....	.....

Total week..... 156,920 1,548,731 2,409,104 330,095 29,150 21,724  
Cor. week '79..... 192,639 1,611,550 2,448,711 375,082 30,618 68,536

## And from Jan. 1 to April 24, inclusive, for four years:

Flour..... bbls.	1880.	1879.	1878.	1877.
Flour..... bbls.	2,703,188	3,260,200	2,729,733	2,147,189
Wheat..... bush.	16,178,535	25,364,887	19,822,119	1,873,763
Corn..... bush.	41,167,966	33,315,904	32,491,913	24,825,108
Oats..... bush.	5,806,320	5,902,434	4,527,823	4,320,278
Barley..... bush.	1,553,160	1,320,102	2,001,025	987,329
Rye..... bush.	351,283	987,430	1,259,622	391,756

Total grain..... 64,857,264 66,890,757 60,102,502 32,338,234

## Exports from United States seaboard ports and from Montreal for week ending April 24:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	52,230	1,582,466	648,039	3,880	7,878	2,336
Boston.....	27,775	49,837	418,869	.....	.....	.....
Portland.....	.....	27,600	10,000	.....	.....	7,200
Montreal.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	9,557	118,656	524,806	696	.....	.....
Baltimore.....	13,157	509,961	500,796	500	.....	.....

Total for w'k..... 102,719 2,288,520 2,102,210 5,076 7,878 9,536  
Same time '79. 110,357 1,812,899 2,523,767 3,150 62,087 21,446

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by lake, rail and canal, April 24, was as follows:

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	2,146,857	234,809	166,420	120,617	50,685
Do. afloat (est.).....	1,500	9,000	27,000	99,500	75,000
Albany.....	1,303,766	1,844,016	118,927	40,870	55,390
Buffalo.....	8,542,582	2,615,210	371,990	371,092	83,228
Chicago.....	4,169,725	17,437	773	239,549	46,431
Milwaukee.....	.....	.....	.....	.....	.....

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Duluth.....	270,000	238,000	.....	.....	.....
Toledo.....	430,291	514,385	65,386	5,283	1,458
Detroit.....	308,926	6,558	3,426	3,667	.....
Oswego.....	170,000	50,000	2,500	240,000	46,000
St. Louis.....	287,256	1,200,778	83,075	4,111	12,895
Boston.....	55,712	291,129	13,130	5,593	923
Toronto.....	326,514	.....	23,050	59,650	.....
Montreal (15).....	143,616	36,500	131,471	5,972	33,193
Philadelphia.....	167,421	349,340	.....	.....	.....
Peoria.....	10,976	316,697	89,332	64	34
Indianapolis.....	68,700	100,900	105,500	.....	4,400
Kansas City.....	222,970	144,518	132,663	.....	2,075
Baltimore.....	795,000	810,810	.....	.....	.....
Rail shipments.....	103,102	509,918	420,000	58,005	41,073
Lake shipments.....	981,941	3,273,932	47,100	.....	.....
On canal (24).....	990,000	184,060	98,000	39,000	8,400

Total Apr. 24 '80.....	21,494,865	12,747,937	1,909,549	1,292,978	495,376
Apr. 17, '80.....	23,002,047	13,969,947	2,085,255	1,350,585	544,070
Apr. 10, '80.....	23,838,359	15,877,576	2,253,504	1,689,178	637,073
Apr. 3, '80.....	24,382,845	15,163,948	2,769,185	2,033,927	690,543
Mar. 27, '80.....	24,226,709	16,698,308	2,993,794	2,227,583	680,498
Apr. 26, '79.....	16,972,424	12,246,085	1,865,490	1,616,400	972,603

## THE DRY GOODS TRADE.

FRIDAY, P. M., April 30, 1880.

The past week has witnessed a very light movement in nearly all descriptions of dry goods from first hands, and the jobbing trade was by no means active. Manufacturers' agents representing the best makes of domestic cotton and woolen goods continued to hold such fabrics with a fair degree of steadiness; but if buyers had manifested less apathy it is quite probable that slight concessions would have been made in some cases as an incentive to more liberal transactions. The cautious policy lately adopted by both wholesale and retail buyers seems to indicate that (despite the active business that has been in progress for some months past) stocks are still ample for the pursuance of current trade, and little beyond a hand-to-mouth demand is therefore anticipated in the immediate future. The most important feature of the week was a material reduction in the price of certain makes of printed calicoes controlled by a leading jobbing house. These goods were placed on the market at very low figures, but buyers failed to respond with the expected alacrity, and the result was not satisfactory.

DOMESTIC COTTON GOODS.—The exports of domestics for the week ending April 27 were 2,567 packages, distributed as follows: China, 1,294; Great Britain, 489; U. S. of Colombia, 199; Brazil, 140; Argentine Republic, 93; Japan, 90; Chili, 77; Hayti, 62; Mexico, 51; &c., &c. The main features of the cotton goods market are unchanged, the demand having been comparatively light, and prices fairly steady on such fabrics as were not advanced to unreasonably high figures some time ago. Print cloths continued dull at a further decline, and the market closed nominal at 4¼@5c. for 64x64s and 4¼@4½c. for 56x60s. Prints were very quiet in first hands, and while agents' prices were unchanged, some standard and 56x60 makes (controlled by jobbers) were reduced to 6¼c. and 5¼c., respectively, without giving the desired impetus to their distribution. Lawns, jaconets, wide prints, ginghams and cotton dress goods were in moderate request and steady in price.

DOMESTIC WOOLEN GOODS.—There was an irregular and, on the whole, sluggish demand for men's-wear woolens, and transactions were light in the aggregate. There was, however, a fair movement in fancy cassimeres, cheviot suitings, worsted coatings, overcoatings, &c., in execution of former orders, and stocks are so well in hand that prices ruled firm on all fabrics of a strictly desirable character. Kentucky jeans were very quiet, and satinetts were in limited request; but leading makes ruled fairly steady in price. For flannels and blankets the demand was of strictly moderate proportions, but the supply is in such good shape that prices are firmly maintained. Worst dress goods were in light request, and shawls remained quiet. Transactions in carpets were chiefly confined to making deliveries on account of old orders, but prices ruled firm and unchanged.

FOREIGN DRY GOODS.—There was a very moderate inquiry for imported goods at first hands, and the jobbing trade was less active than of late. Silks were quiet, but there was a steady demand for black and colored satins. Dress goods moved slowly, but the most staple fabrics are steadily held. For other descriptions of foreign goods, the demand was mostly of a hand-to-mouth character.



## Imports of Dry Goods.

The importations of dry goods at this port for the week ending April 29, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING APRIL 29, 1880.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	363	123,825	268	104,509	728	273,944
Cotton.....	711	184,938	726	205,422	1,728	498,352
Silk.....	530	329,780	118	303,890	324	503,986
Flax.....	837	181,657	1,068	197,873	1,443	277,484
Miscellaneous.....	5,954	105,863	5,024	124,677	947	162,371
Total.....	8,395	906,063	7,502	936,371	5,670	1,716,647

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	249	96,008	236	98,453	182	70,805
Cotton.....	158	56,285	198	50,516	153	46,804
Silk.....	63	47,386	62	52,588	98	91,409
Flax.....	289	58,365	252	50,121	255	62,599
Miscellaneous.....	1,552	47,045	3,408	40,608	5,268	57,669
Total.....	2,311	299,069	4,156	292,291	5,956	329,286
Ent'd for consumpt.	8,395	906,063	7,502	936,371	5,670	1,716,647
Total on market.....	10,706	1,205,132	11,638	1,228,662	11,616	2,045,933

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	276	92,715	160	69,613	557	220,665
Cotton.....	149	35,381	152	54,435	331	103,546
Silk.....	65	51,102	81	65,912	208	184,688
Flax.....	307	59,359	269	57,424	866	211,714
Miscellaneous.....	4,357	40,121	3,732	67,236	179	37,257
Total.....	5,154	276,881	4,414	314,620	2,141	757,870
Ent'd for consumpt.	8,395	906,063	7,502	936,371	5,670	1,716,647
Total at the port.....	13,549	1,282,944	11,916	1,250,991	7,811	2,474,517

## Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since January 1, 1880, and for the same period in 1879:

[The quantity is given in packages when not otherwise specified.]

	1880.	1879.		1880.	1879.
China, &c.....			Metals, &c.....		
China.....	4,763	3,664	Lead, pigs.....	27,057	3,942
Earthenware.....	16,316	12,472	Spelter, lbs.....	2,871,070	452,360
Glass.....	192,451	79,157	Steel.....	153,282	24,587
Glassware.....	11,869	9,561	Tin, boxes.....	558,367	397,971
Glass plate.....	2,073	1,715	Tin slabs, lbs.....	12,273,588	4,177,052
Buttons.....	5,350	3,999	Paper Stock.....	99,746	40,457
Coal, tons.....	10,075	10,233	Sugar, hhds.....		
Cocoa, bags.....	15,737	10,679	"    "		

## Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending April 24, 1880, and their distribution:

To—	Pork, bbls.	Reef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London.....	790	2	187,225	440,475	179,640	245,500
Liverpool.....	2,481	2,476	2,372,733	11,383,215	660,600	452,627
Glasgow.....	102	490,500	756,700	110,820	51,700	
Bristol.....	64	150	133,400	357,200	64,600	355,000
Cardiff.....	218	287	54,000	1,243,475	18,000	
Rotterdam.....	58	53	191,630	491,250		232,180
Hamburg.....	51	50	1,850,458	47,225		12,400
Bremen.....	41	50	1,192,752	118,750		
Antwerp.....			1,186,300	319,675		
Dennmark.....			352,000	758,100		
Havre.....	32		1,539,079	233,746		
Marseilles.....	15		240,000	11,875		419,933
Sweden & Nor.....				617,500		
Brazil.....	8	5	54,290	401		3,354
Central Amer.....	16	17	111,210	5,339	1,876	1,149
Arg. Republic.....			23,160			
Mexico.....			3,387	94		34,174
S. Am. ports.....	790	222	56,575	7,304	238	1,120
Cuba.....	492	112	715,343	5,734	6,445	3,366
Haiti.....	681	1	20,393	5,420	3,058	28,088
W. I. ports.....	1,987	725	172,030	47,344	6,571	1,250
B. N. A. Col.....	1,212	216	1,600	400		
Other countr's.....	164	48	3,230	12,586	3,451	
Total week.....	9,109	4,516	11,657,243	17,103,828	1,055,539	1,878,111

## Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports) also the receipts from January 1, 1880, to that day, and for the corresponding period in 1879:

	Week ending April 27.	Since Jan. 1, 1880.	Same time last year.
Ashes.....	bbls. 138	1,486	2,432
Beans.....	bbls. 1,828	19,459	27,739
Breadstuffs—			
Flour, wheat.....	bbls. 67,655	1,284,324	1,708,175
Corn meal.....	bbls. 4,090	32,701	59,913
Wheat.....	bush. 662,239	6,673,076	12,861,870
Rye.....	bush. 9,040	196,275	429,046
Corn.....	bush. 818,528	11,822,758	9,414,494
Oats.....	bush. 295,402	3,927,190	2,805,119
Barley and malt.....	bush. 55,858	1,404,679	1,360,210
Peas.....	bush. 420	189,069	142,012
Cotton.....	bales. 11,360	369,241	346,312
Cotton seed oil.....	bbls. 782	14,799	10,861
Flax seed.....	bags. 19	3,933	2,986
Grass seed.....	bags. 1,424	60,155	88,616
Hides.....	No. 8,735	54,414	71,240
Hides.....	bales. 2,255	19,596	53,903
Hops.....	bales. 117	6,113	22,605
Leather.....	bbls. 100,907	1,239,590	1,337,864
Lard.....	pigs. 1,691	49,723	396,116
Molasses.....	hhds. 545	545	4,941
Molasses.....	bbls. 754	41,674	74,938
Naval Stores—			
Turpentine, crude.....	bbls. 1,420	1,420	437
Turpentine, spirits.....	bbls. 2,258	20,914	17,535
Rosin.....	bbls. 1,557	101,353	91,049
Tar.....	bbls. 108	8,007	10,338
Bitum.....	bbls. 866	866	956
Oil cake.....	pigs. 16,212	209,594	176,341
Oil, lard.....	bbls. 19	1,687	8,077
Oil, whale.....	galls. 1,201	41,518	45,099
Peanuts.....	bush. 1,201	41,518	45,099
Provisions—			
Pork.....	pigs. 5,858	36,105	120,765
Beef.....	pigs. 900	12,871	17,054
Cutmeats.....	pigs. 47,967	640,422	704,579
Butter.....	pigs. 24,043	319,225	361,062
Cheese.....	pigs. 14,659	140,520	318,842
Eggs.....	bbls. 18,715	228,363	181,063
Lard.....	tes. & bbls. 24,183	220,508	300,291
Lard.....	kegs. 2,673	45,009	17,722
Hogs, dressed.....	No. 40,672	40,672	49,869
Rice.....	pigs. 1,421	30,121	15,499
Spelter.....	slabs. 4,084	19,343	35,853
Stearine.....	bbls. 449	5,658	12,205
Sugar.....	bbls. 129	71	998
Sugar.....	hhds. 1,853	36,256	26,203
Tallow.....	pigs. 3,018	56,017	42,919
Tobacco.....	boxes & cases. 1,258	18,061	14,930
Tobacco.....	hhds. 7,301	112,967	118,721
Whiskey.....	bbls. 193	7,768	14,946
Wool.....	bales. 193	7,768	14,946

## Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1880, to the same day, and for the corresponding period in 1879:

	Week ending April 27.	Since Jan. 1, 1880.	Same time last year.
Ashes, pots.....	bbls. 31	497	727
Ashes, pearls.....	bbls. ....	73	48
Beeswax.....	lbs. ....	41,771	13,025
Breadstuffs—			
Flour, wheat.....	bbls. 62,497	1,135,106	997,855
Flour, rye.....	bbls. 40	1,469	2,861
Corn meal.....	bbls. 3,397	52,305	57,690
Wheat.....	bush. 1,623,829	13,310,491	13,793,161
Rye.....	bush. 20,600	651,772	1,099,575
Oats.....	bush. 2,846	56,315	135,573
Barley.....	bush. ....	254,630	86,200
Peas.....	bush. 2,116	142,162	149,009
Corn.....	bush. 539,182	10,519,590	9,219,988
Candies.....	pks. 1,240	19,357	22,336
Coal.....	tons. 577	19,718	29,235
Cotton.....	bales. 15,754	137,181	95,626
Domestics.....	pks. 2,567	29,567	47,123
Hay.....	bales. 1,623	29,848	22,859
Hops.....	bales. ....	1,845	10,751
Naval Stores—			
Crude turpentine....	bbls. ....	.....	100
Spirits turpentine....	bbls. 467	3,174	3,191
Rosin.....	5,444	72,911	65,688
Tar.....	bbls. 457	2,244	2,495
Pitch.....	bbls. 278	1,919	1,950
Oil cake.....	owt. 33,985	581,979	601,883
Oils—			
Whale.....	gals. ....	288	61,088
Sperm.....	gals. 1,000	62,314	35,760
Lard.....	gals. 17,173	197,994	351,989
Linsced.....	gals. 145	1,017	3,340
Petroleum.....	gals. 3,889,502	83,937,798	51,413,746
Provisions—			
Pork.....	bbls. 5,440	79,025	89,207
Beef.....	bbls. 886	18,159	16,006
Butt.....	tierces. 946	22,445	22,804
Cutmeats.....	lbs. 9,934,434	192,520,018	251,256,290
Butter.....	lbs. 386,609	5,847,151	9,782,780
Cheese.....	lbs. 624,637	13,860,433	29,974,368
Lard.....	lbs. 7,046,365	98,450,426	98,400,695
Tallow.....	lbs. 633	4,724	8,821
Tallow.....	lbs. 1,869,983	24,954,442	25,487,352
Tobacco, leaf.....	hhds. 1,065	22,126	17,663
Tobacco.....	bales and cases. 897	15,125	8,907
Tobacco, manufactured.	lbs. 67,683	2,258,472	2,377,249
Whalebone.....	lbs. ....	42,901	19,778

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